

# OPNAVINST 4790.2H INTERIM CH-1

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ZNR UUUUU  
R 020432Z OCT 03  
FM CNO WASHINGTON DC//N781//  
TO COMNAVAIRFOR SAN DIEGO CA  
COMLANTFLT NORFOLK VA  
COMPACFLT PEARL HARBOR HI  
COMUSNAVEUR LONDON UK  
CMC WASHINGTON DC  
COMNAVAIRSYSCOM PATUXENT RIVER MD//1.5/1.6/2.0/2.1/2.2/  
2.3/2.4/2.5/3.0/3.1/3.2/3.3/3.4/3.5/3.9/3.6/4.0/  
4.1/4.2/4.3/4.4/4.5/4.6/4.10/4.11/5.1/5.4/5.5/6.0/  
6.0C/6.0D/6.0E/6.0F/7.0/8.0//  
COMMARFORLANT  
COMMARFORPAC  
CNET PENSACOLA FL  
COMNAVAIRPAC SAN DIEGO CA//N422//  
COMNAVAIRLANT NORFOLK VA//N422//  
COMNAVSUPSYSCOM MECHANICSBURG PA  
COMSPAWARSYSCOM SAN DIEGO CA  
COMNAVSEASYSYSCOM WASHINGTON DC  
COMNAVAIRES NEW ORLEANS LA//N422//  
CNATRA CORPUS CHRISTI TX  
COMNAVSAFECEN NORFOLK VA  
CENNAVAVNTECHTRA PENSACOLA FL  
NAVAIRWARCENWPNDIV PT MUGU CA  
NAVSEALOGCEN MECHANICSBURG PA  
NATEC SAN DIEGO CA  
NAVAVSCOLSCOM PENSACOLA FL  
SPAWARSYSCEN NORFOLK VA  
NAVICP PHILADELPHIA PA  
PEOASWASM PATUXENT RIVER MD//273/275/276/290/299//  
PEOTACAIR PATUXENT RIVER MD//241/242/259/265/268/272//  
PEOSTRKWPNSUAVN PATUXENT RIVER MD  
COMFLTFORCOM NORFOLK VA  
INFO CNO WASHINGTON DC//N00T/N43/N781//  
BT  
UNCLAS //N04790//  
MSGID/GENADMIN/N781C3//  
SUBJ/INTERIM CHANGE 1 TO THE NAVAL AVIATION MAINTENANCE PROGRAM,  
/OPNAVINST 4790.2H//  
REF/A/DOC/OPNAV/01JUN2001//  
AMPN/REF A IS OPNAVINST 4790.2H, THE NAVAL AVIATION MAINTENANCE  
PROGRAM//  
POC/ELLEN MOORE/CDR/OPNAV N781C3/-/TEL:DSN:664-7704  
/TEL:COMM: 703-604-7704/EMAIL:ELLEN.MOORE(AT)NAVY.MIL//  
POC/KEN MUSIL/CIV/AIR 3.3/-/TEL:DSN: 757-9114/TEL:COMM: 301-757-9114  
/EMAIL:KENNETH.MUSIL(AT)NAVY.MIL//  
RMKS/1. THIS INTERIM CHANGE TO REF A INCORPORATES NAVAL TACTICAL  
COMMAND SUPPORT SYSTEM (NTCSS) OPTIMIZED OMA NALCOMIS AND INTEGRATED  
MAINTENANCE CONCEPT/PLAN (IMC/P) POLICIES INTO OPNAVINST 4790.2H.  
2. IMPLEMENTATION. UNLESS OTHERWISE DIRECTED, THIS INTERIM CHANGE  
BECOMES EFFECTIVE 1 NOV 2003 AND IS TO BE INCORPORATED ON THAT DATE.  
3. ACTION.  
A. FOR PAPER COPIES, MAKE THE FOLLOWING PEN AND INK CHANGES TO THE  
BASIC INSTRUCTION:  
1. PARAGRAPH 6.K. (PAGE 3): REPLACE SECOND SENTENCE WITH: THE  
3M DATA COLLECTION SYSTEM WAS DEVELOPED TO MEASURE AIRCRAFT MATERIAL  
CONDITIONS OF READINESS NOT LOCAL UNIT READINESS OR EFFECTIVENESS.  
STATUS OF RESOURCES AND TRAINING SYSTEM (SORTS) MEASURES A UNIT'S  
READINESS AS THE ABILITY TO PERFORM THE WARTIME FUNCTIONS FOR WHICH  
THEY ARE DESIGNED OR ORGANIZED, INCLUDING THE ABILITY TO DEPLOY AND  
EMPLOY WITHOUT UNACCEPTABLE DELAYS.

## OPNAVINST 4790.2H INTERIM CH-1

2. PARAGRAPH 8.B.(2) (PAGE 4): FIRST SENTENCE INSERT, AT THE BEGINNING OF THE SENTENCE, COMMANDER FLEET FORCES COMMAND (N433),. SECOND SENTENCE AFTER IN ADDITION THE INSERT CHIEF OF NAVAL OPERATIONS DIRECTOR, NAVAL EDUCATION AND TRAINING (N00T),

3. PARAGRAPH 8.C.(2) (PAGE 4): SECOND SENTENCE INSERT, AT THE BEGINNING OF THE SENTENCE, CHIEF OF NAVAL OPERATIONS DIRECTOR, FLEET READINESS AND LOGISTICS (N433),

B. FOR ELECTRONIC MEDIA, INTERIM CHANGE 1 SHALL BE ACCESSED/PRINTED VIA THE OPNAVINST 4790.2H WEB SITE AT [HTTPS://LOGISTICS.NAVAIR.NAVY.MIL/4790/](https://logistics.navair.navy.mil/4790/), AVAILABLE FOR DOWNLOAD 15 OCT 03. THE PRINTABLE VERSION OF INTERIM CHANGE 1 IS AVAILABLE FROM THE INTERIM CHANGE 1 HYPERLINK. A SELF-EXTRACTING PDF FILE (NAMP.ZIP) IS AVAILABLE FOR DOWNLOAD FROM THE PDF DOWNLOAD HYPERLINK. THE PDF FILES INCLUDE OPNAVINST 4790.2H FILES, INTERIM CHANGE 1 FILES, AND A SEARCH FUNCTION. THESE FILES MAY BE DOWNLOADED TO REPLACE EXISTING OPNAVINST 4790.2H FILES ON COMPUTERS AND SERVERS. AFTER SAVING AND EXTRACTING NAMP.ZIP, OPEN NAMP FOLDER AND ACCESS THE NAMP BY OPENING THE CONTENTS.PDF FILE. RECOMMEND CREATING A SHORTCUT TO CONTENTS.PDF.

1. INTERIM CHANGE ONE IS DIVIDED INTO 4 SECTIONS, EACH PRECEDED WITH A COPY OF THIS INTERIM CHANGE MESSAGE:

SECTION A - VOLUME I

SECTION B - VOLUME II

SECTION C - VOLUME III

SECTION D - VOLUME V

2. ELLIPSES AND UNDERLINES ARE USED THROUGHOUT THE INTERIM CHANGE TEXT. ELLIPSES ARE A SERIES OF THREE ASTERISKS USED TO INDICATE THE OMISSION OF WORDS OR SENTENCES. OMISSION OF WORDS OR SENTENCES DOES NOT INDICATE DELETION BUT THAT THE TEXT IS ONLY OMITTED FOR THE EASE OF THE READER. UNDERLINED TEXT INDICATES AN INSERTION OF NEW TEXT OR THE MODIFICATION OF EXISTING TEXT.

3. OPNAVINST 4790.2H INCLUDES VERTICAL LINES IN THE RIGHT HAND MARGIN TO INDICATE TEXT AFFECTED BY INTERIM CHANGE 1 AND HYPERLINKS IN THE LEFT HAND MARGIN FOR DIRECT ACCESS TO RELATED TEXT WITHIN INTERIM CHANGE 1.

C. INCORPORATION OF INTERIM CHANGE 1 FOR PAPER COPIES OF OPNAVINST 4790.2H.

1. PRINT EACH SECTION AND INSERT DIRECTLY BEHIND THE TITLE PAGE OF EACH APPLICABLE VOLUME.

2. ANNOTATE THE RECORD OF CHANGES PAGE ACCORDINGLY.

3. MARK THE SPECIFIC CHANGE AREA IN THE MARGIN OF EACH PAGE AFFECTED WITH A VERTICAL LINE AND INCLUDE THE INTERIM CHANGE NUMBER.

D. INCORPORATION OF INTERIM CHANGE 1 FOR EXISTING OPNAVINST 4790.2H CD-ROMS SHALL BE HANDLED IAW WITH OPNAVINST 4790.2H, CH 1 PARA 1.2D.

4. CONTACT YOUR COGNIZANT WING/TYCOM/ACC OR NAVAIR 3.3 IF DOWNLOAD OR WEB CONNECTIVITY PROBLEMS ARE ENCOUNTERED.

5. THIS INTERIM CHANGE WILL BE INCORPORATED IN THE NEXT REVISION TO REF A.

6. ACTION ADDRESSEES DISSEMINATE TO ALL NAMP USER ACTIVITIES.//

BT

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## INTERIM CH-1

## A. Volume I

## (1) Page i (Volume I Table of Contents)

After Chapter 21, ADD reference to NEW NTCSS Optimized OMA NALCOMIS chapter: “[Chapter 22 - Configuration Management Auto Log-sets](#)”.

## (2) Page 3-3

**Paragraph 3.4b(6): ADD:** “[/NALCOMIS](#)” after “MDS” in both instances.

## (3) Page 3-4

**a. Paragraph 3.4c: ADD:** “[/T/M/S CM baseline](#),” after “kit management, TDSA,” on line 14.

**b. Following paragraph 3.4c: INSERT:** [NEW paragraphs/subparagraphs 3.4cA and 3.4cB:](#)

[cA. COMNAVAIRSYSCOM provides the fleet an improved capability to manage aircraft maintenance and configuration with NTCSS Optimized OMA NALCOMIS. NTCSS Optimized OMA NALCOMIS also provides the capability to track maintenance resources and to document aircrew data and system usage information. The CM portion of NTCSS Optimized OMA NALCOMIS offers a full range of capabilities to manage aircraft, engines, ALSS, CADS, SE, \[MME\]\(#\), component configuration, and the following:](#)

[\(1\) Provides an accurate listing of all components installed or uninstalled on the aircraft that are considered tracked items.](#)

[\(2\) Tracks usage indicators for life limited components, for example, LUI, \[FLE\]\(#\), Tactical Air Computer, TSN and TSO.](#)

[\(3\) Maintains configuration items history records.](#)

[\(4\) Forecasts scheduled maintenance.](#)

[cB. COMNAVAIRSYSCOM is the Baseline Manager and is responsible for creating, loading, and maintaining the aircraft or weapons systems baseline data that belongs to the respective program manager. There shall be a Baseline Manager identified for each aircraft T/M/S and any other system that uses NTCSS Optimized OMA NALCOMIS for maintenance management. The Baseline Manager shall have in-depth knowledge of the aircraft or weapons system for which they have responsibility. It is the Program Manager’s responsibility to assist the Baseline Manager in determining the scope of the baseline for their individual platform.](#)

[\(1\) The baseline consists of the following components:](#)

[\(a\) Configuration Baseline. Equipment is the basis of CM. To validate the ongoing dis-assembly and reassembly of equipment, an Equipment Configuration Baseline is required. Once this baseline is put in place, actual configurations of the equipment can be tracked.](#)

[\(b\) Usage Baseline. As aircraft become more sophisticated, maintenance will be driven with advanced LUIs such as fatigue cycles and thermal cycles. Prior to defining maintenance based on these](#)

parameters, there must be a Usage Baseline established to define the usage data that is available for each equipment type in the Configuration Baseline. Once this is in place, usage can be correctly tracked and accumulated against the right equipment.

(c) Maintenance Baseline. Once Configuration Baselines and Usage Baselines have been defined, the Maintenance Baseline can be assembled. Maintenance Baseline defines the scheduled preventive maintenance, PMIC, MRCs, TDs, and other service bulletins as well as the potential corrective repairs that are anticipated such as conditional and unscheduled maintenance. Maintenance Baseline is integrally linked with the Configuration Baseline and Usage Baseline. Data base changes, new PM task requirements, and task interval changes must be provided to the Baseline Manager. Baseline data changes will be electronically transmitted to data users at O-level and I-level maintenance activities.

(2) The Baseline Manager shall:

(a) Ensure each baseline allows the CM module to track assets and encapsulate the required maintenance data to enable all levels of maintenance to continue maintenance processes as assets move between maintenance levels.

(b) Ensure the NTCSS Optimized OMA NALCOMIS baseline is built upon the WUC structure for each end item identified by a TEC. After creating the WUC structure:

- 1) Assign inventory classes to the WUC items.
- 2) Assign/create inventory subclasses to the WUC items.
- 3) Assign/create part numbers to the WUC.
- 4) Identify multiple part numbers per WUC.
- 5) Identify incompatibilities between parts.
- 6) Identify usage data source(s) for each end item and assemblies.
- 7) Create data definitions corresponding to the data sources.
- 8) Assign/create usage parameters to each usage definition.
- 9) Ensure usage parameters received from automated interfaces are named in the CM module by the same terms used by the providers of that data.
- 10) Identify task class and subclass of CM module.
- 11) Set task recurring and auto-create attributes.
- 12) Complete contents of baseline task definition tab pages.
- 13) Set all baseline tasks to active.
- 14) Set up task plans.

(c) Ensure, at a minimum, the following components are built into the baseline:

- 1) Life limited components.

- 2) AESRs.
- 3) ASRs.
- 4) MSRs.
- 5) SRCs.
- 6) EHRs.
- 7) Structural life limited components.
- 8) TCRs (maintenance-significant items that are repairables and consumables).

**NOTE: The Baseline Manager shall coordinate with the Program Manager to determine the scope of the baseline for their individual platform.**

(d) Ensure, at a minimum, the following reference material is used to gather the information required in paragraph 3.4e(1)(c):

- 1) PMIC.
- 2) MIMs.
- 3) IPB.
- 4) WUC manual.
- 5) Aircraft logbook, AESRs, and associated records.
- 6) NA 00-500C.
- 7) NAT-04.
- 8) TDSA reports.
- 9) ECPs.
- 10) MRCs.
- 11) QECA MRCs.
- 12) AWSE MRCs.
- 13) IRAC trackers and weekly summary of issued technical directives.
- 14) NAVSUP Publication 2003.
- 15) OPNAVINST 3110.11, OPNAVINST 4790.2, OPNAVINST 5442.4, OPNAVINST 8000.16, and NA 01-1A-509.

**NOTE: Baseline Managers must be on distribution for all above material.**

(e) Establish a working relationship with the respective platform FST. Coordination with respect to issuing changes to the baseline is essential. Baseline Managers must ensure all changes and revisions to MRC decks, TDs, part numbers, assemblies, PMICs, WUC manuals, etc., are built into the baseline and replicated to their respective foundation tiers when paper copies are issued.

**(4) Page 4-3**

**a. Paragraph 4.2e(2): MODIFY:** “Supervises scheduling of aircraft into standard rework, publishes aircraft movement instructions to meet rework schedules, and coordinates maintenance efforts.”

**b. Following paragraph 4.2e(3): ADD: NEW paragraph 4.2f with subparagraphs (1) and (2).**

f. NALCOMIS baseline data management. Each ACC shall:

(1) Provide baseline management support to Type Wings/MALSs/CVWs.

(2) Ensure effective liaison between baseline managers, Type Wings/MALSs/CVWs and squadron personnel.

**(5) Page 4-5**

**Following paragraph 4.3c(2)(n): ADD: NEW paragraph 4.3d:**

d. COMNAVAIRSYSCOM (AIR-3.6) baseline QA is responsible for evaluating baseline managers and the baseline data provided by the respective program managers. The baseline QA will conduct evaluations to ensure the baseline managers are maintaining NTCSS Optimized OMA NALCOMIS baselines per current policy and requirements in applicable platform publications.

**(6) Page 5-1**

**Paragraph 5.2b(1): REPLACE:** “operating target accounting” with “TDSA, OPTAR”

**(7) Page 5-2**

**a. Following subparagraph 5.2b(1)(u): ADD NEW subparagraphs (v) and (w):**

(v) Ensure CM baselines are validated and coordination with subordinate activities. Report baseline discrepancies, using the BTR, to TYCOM and NAVAIRSYSCOM Baseline Managers/Program Managers.

(w) Ensure effective liaison between Baseline Managers and squadron personnel.

**b. Paragraph 5.2b(2): REPLACE:** “CVW” with “Type Wing/CVW” in both instances.

**(8) Page 5-3**

**Following subparagraph 5.2b(2)(e)7): ADD NEW subparagraphs 8) and 9):**

8) Report baseline discrepancies, using the BTR, to the TYCOM and COMNAVAIR-SYSCOM Baseline Managers/Program Managers. CVW MOs shall report discrepancies via the Type Wing.

9) Ensure effective liaison between Baseline Manager and squadron personnel.

**(9) Page 7-2**

**Paragraph 7.1.3b(1): INSERT:** “(standard and special rework)” after “maintenance”:

**(10) Page 9-i (Chapter 9 Table of Contents)**

After Figure 9-3, ADD: reference to NEW figure: “[Figure 9-4 Aviation Information Systems Department](#)”.

**(11) Page 9-2**

a. Paragraph 9.1b(22): ADD: “[and NTCSS Optimized NALCOMIS](#)” after “MDS”.

b. Following paragraph 9.1b(22): ADD:

[\(23\) Ensure the CM baselines for aircraft T/M/S are validated and coordinated with subordinate activities so that discrepancies within the baseline are reported to the TYCOM and COMNAVAIRSYSCOM Baseline Managers/Program Managers via the MAG and Wing.](#)

c. Paragraph 9.2b: ADD: “[Consolidated Administration](#)” after “and advises the MAG”.

**(12) Page 9-3**

Following paragraph 9.2b(21): ADD NEW paragraph (21A):

[\(21A\) Develop an understanding of the CM concept and its application to data base management and baseline management. Ensure that MALS have qualified “C” school trained personnel to perform SA/A duties and CM ALS duties.](#)

**(13) Page 9-5**

a. Paragraph 9.3b(2)(b): INSERT: “[/Aviation Information Systems Department](#)” after “Computer Repair Work Center (67E)”

b. Paragraph 9.3b(2)(b)1: INSERT: “[NTCSS Optimized NALCOMIS Foundation-Tier and Mid-Tier machines and servers.](#)” after “computer systems,”

**(14) Page 9-8**

Paragraph 9.5b(15): ADD NEW last sentence: “[Maintain all CM ALSs, for example, AESRs, SRCs, TCRs, and EHRs.](#)”

**(15) Page 9-11**

Paragraph 9.7.3b(2): MODIFY: “\* \* \* \* ensuring accuracy of all [applicable](#) documents, such as logbook, SRC card, [CM ALS](#) and MAF [or WO](#)”.

**(16) Page 9-13**

a. Paragraph 9.7.8b(2): MODIFY last sentence: “It is further divided into three sections, the Supply Database Management Section, Maintenance Database Management Section, [and CM System Administrator](#), staffed by a knowledgeable maintenance staff NCO (MOS 60XX/61XX).”

b. Following paragraph 9.7.8b(2): ADD NEW paragraph 9.7.9 with subparagraphs:

### 9.7.9 The Aviation Information Systems Department

a. The AISD provides AIS support to the MAG. This support includes information systems operations, installation, and maintenance in garrison, shipboard, and forward deployed environments. Other responsibilities include network administration, design, and installation; along with maintaining and repairing data communication links, fiber-optic, and tactical fiber-optic cabling. Major systems supported include, but are not limited to, aircraft mission planning systems, aircraft maintenance systems, and aviation supply support systems.

b. The AISD (Figure 9-4) consists of five divisions:

(1) The Admin Division is responsible for the administrative control of all personnel assigned. Personnel within the division perform clerical functions and maintain the master files for messages, orders, correspondence, and directives for the AISD.

(2) The Customer Support Division is the primary manager for customer support within the AISD. Unit/Department representatives will forward discrepancies that cannot be resolved locally to the Customer Support Division, who will then initiate the discrepancy into the maintenance cycle. The Customer Support Division will further operate as the department issue and receive desk, production control/help desk call center, AIS asset manager, and supply/maintenance liaison, providing monitored support to the MAG relative to AIS. In addition, the Customer Support Division will substantiate and prioritize AIS requirements submitted via the Supply Department.

(3) The Network Administration Division is responsible for the management of all AIS network resources within the MAG. These responsibilities include managing and upgrading network operating systems, data assurance, user account management, network architecture documentation and upgrade planning, network security, and workstation software standardization.

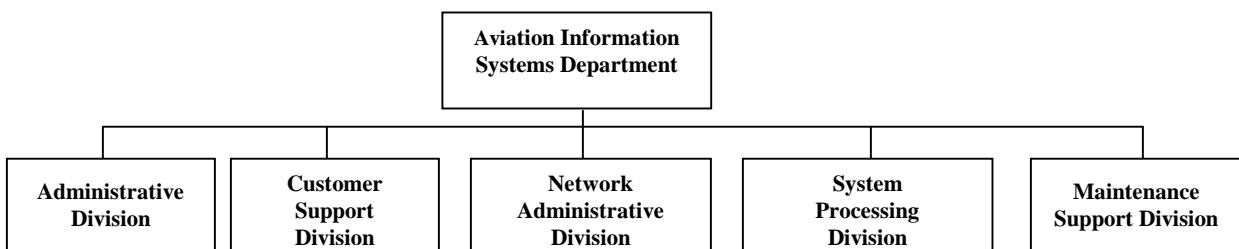
(4) The Systems Processing Division provides data processing support to the Supply and Maintenance Departments and is responsible for administrative and operational control of the IMA NTCSS Systems. The Supply Processing Division is also responsible for coordination of application workload and output to the Supply Applications Administrator and the Maintenance Applications Manager.

(5) The Maintenance Support Division consists of AIS technicians that will provide direct maintenance and installation support for all AIS and MALS core network assets.

(17) Figure page 9-3

Following figure page 9-3, ADD:

**Figure 9-4 Aviation Information Systems Department**



(18) Page 10-21



a. **Paragraph 10.2.7d:** **REPLACE:** “logbook and records entries.” with “logbook/records or CM ALS records update.”

b. **Paragraph 10.2.7d(1):** **REPLACE:** “logbook” with “logbook or CM ALS records”

c. **Paragraph 10.2.7d(2):** **MODIFY:** “All TDs state specifically where compliance will be recorded in applicable aircraft logbook/records, TD Requirements Lists, and Technical Directives (OPNAV 4790/24A) page. Activities with NTCSS Optimized OMA NALCOMIS shall use the CM ALS TD records.”

**(19) Page 10-22**

a. **Following 10.2.7d(3)(e) (before the NOTE), ADD:**

(f) NTCSS Optimized OMA NALCOMIS activities shall use the CM ALS TD records. CM ALS records will have combined lists Nos. 02 and 04 into one electronic record.

b. **Paragraph 10.2.7d(3)(e) NOTE: CHANGE** “NOTE” to “NOTES”, **ADD** “1.” in front of existing note, and **ADD** a new note: “2. This does not apply to NTCSS Optimized OMA NALCOMIS activities with electronic TD records.”

**(20) Page 10-23**

a. **Paragraph 10.2.7d(4)(h)4):** **MODIFY:** “\* \* \* scheduled for off-site standard rework or modification directed by the T/M/S Program Manager.”

b. **Paragraph 10.2.7d(5)(b):** **MODIFY:** “\* \* \* aviation 3M System. Activities with NTCSS Optimized OMA NALCOMIS shall report incorporation of TDs via WO data replication or CM.”

c. **Paragraph 10.2.7d(5)(c) NOTE: CHANGE** “NOTE” to “NOTES”. **ADD** “1.” in front of existing note and after “aircraft logbooks” **INSERT** “CM ALS”. **ADD** a new note: “2. This does not apply to NTCSS Optimized OMA NALCOMIS activities with electronic TD records.”

**(21) Page 10-28**

a. **Paragraph 10.2.9e(2):** **ADD NEW last sentence:** “IMAs with a NTCSS Optimized OMA NALCOMIS terminal will maintain the CM ALS records for gas turbine engines as required by this instruction.”

b. **Paragraph 10.2.9f(1):** **MODIFY beginning of first sentence:** “Engines, AESRs, and CM ALS AESR records will be thoroughly screened\* \* \*.” **REPLACE** “MAF.” at the end of the fourth sentence with “MAF or WO”.

b. **Paragraph 10.2.9f(1) NOTE: REPLACE:** “MAF” with “MAF or WO”.

**(22) Page 10-29**

a. **Paragraph 10.2.9f(5)(b):** **REPLACE:** “AESR” with “AESR or CM ALS AESR”.

b. **Paragraph 10.2.9f(5)(c):** **ADD NEW last sentence:** “IMAs with CM ALS records for engines will ensure that tracked serialized components are accurately reflected and that all maintenance has been properly documented to correctly update the CM ALS. In the event of a BCM, ensure entry is made and all known discrepancies noted in CM ALS.”

c. **Paragraph 10.2.9f(5)(d):** **MODIFY:** “\* \* \* and an appropriate AESR or CM ALS AESR entry

made \* \* \* indicate shipment of retrograde (not applicable for CM ALS). In addition, enter the component retrograde document number in the Miscellaneous/History (OPNAV 4790/25A) record or CM ALS AESR miscellaneous history record.”

**(23) Page 10-30**

**a. Paragraph 10.2.9f(6)(a): REPLACE:** “AESR” with “AESR or CM ALS AESR”.

**b. Paragraph 10.2.9f(6)(b): REPLACE:** “AESR” with “AESR or CM ALS AESR”.

**c. Paragraph 10.2.9f(6)(c): MODIFY:** “\* \* \* will be clearly tagged and an appropriate AESR or CM ALS AESR entry will be \* \* \* shipping document placed in the AESR (not applicable for CM ALS AESR) to indicate shipment of retrograde. In addition, enter the component retrograde document number on the Miscellaneous/History (OPNAV 4790/25A) or CM ALS AESR Miscellaneous/History record.”

**d. Paragraph 10.2.9f(6)(f): REPLACE:** “AESR” with “AESR or CM ALS AESR”.

**(24) Page 10-31**

**a. Paragraph 10.2.10b(2): MODIFY:** “The IMA shall screen AESRs or CM ALS AESRs and perform appropriate inspections on all removed APUs and SEGTEs requiring unscheduled I-level repair. IMAs with CM ALS for APUs or SEGTEs will ensure that tracked serialized components are accurately reflected in the CM ALS and that all maintenance has been properly documented in CM maintenance task to correctly update the ALS.”

**b. Paragraph 10.2.10b(5): REPLACE:** “AESRs” with “AESRs or CM ALS AESRs”.

**c. Paragraph 10.2.10b(6): REPLACE:** “MAF” with “MAF or WO”.

**(25) Page 10-32**

**a. Paragraph 10.2.13: INSERT:** “a.” in front of existing paragraph and **ADD NEW** paragraphs b. and c.:

**b. NTCSS Optimized OMA NALCOMIS provides the fleet an improved capability to manage AAE, aircraft guns maintenance, configuration, and tracking usage information for NOMMP equipment that have CM ALS AESRs, SRCs, TCRs, and EHRs. O-level and I-level activities that have NTCSS Optimized OMA NALCOMIS for AAE and aircraft guns have the capability to share maintenance and configuration data up-line in near real-time and receive automated maintenance planning data updates. CM will:**

**(1) Provide accurate listings of all components on the AAE or aircraft guns that are considered tracked items.**

**(2) Track usage for life limited components.**

**(3) Maintain configuration history for tracked items.**

**(4) Forecast scheduled maintenance.**

**c. IMAs with CM ALS records for AAE and aircraft guns shall ensure that the tracked serialized components are accurately reflected in the CM ALS and all maintenance tasks have been properly documented to correctly update CM ALS SRCs and CM ALS EHRs for AAE and aircraft guns.**

**b. Paragraph 10.2.13 NOTE: REPLACE:** “Aircraft targets” with “Full scale aircraft targets”.

## (26) Page 10-33

**Paragraph 10.2.15c: MODIFY:** “\* \* \* or engine AESR. For components that are tracked in NTCSS Optimized NALCOMIS, the CM ALS shall perform this function. GFE will have a distinct and separate warranty and will have the warranty information marked on the equipment and on any associated record cards or CM ALS. GFE will \* \* \*.”

## (27) Page 10-36

**Paragraph 10.2.19a: MODIFY first sentence:** “The ASPA Program established a process to evaluate the material condition of fleet aircraft. This information is used to more effectively plan D-level maintenance programs.” **REPLACE:** “NAVAVNDEPOT” with “NAVAIRDEPOT” in third sentence. **REPLACE:** “is approving awareness” with “improves awareness” in fourth sentence.

## (28) Page 10-37

**a. Paragraph 10.2.19a NOTE:** At the end of the first sentence, **REPLACE** “specific needs” with “specific standard rework needs.” **REPLACE** second sentence with “IMC/P, PDM, or MCI replaces ASPA/SDLM and related program specifics by T/M/S.”

**c. Paragraph 10.2.19a(4)(a): REPLACE:** “MAF” with “MAF or WO” and “MAFs” with “MAFs or WOs”.

## (29) Page 10-38

**a. Paragraph 10.2.19a(5)(c) NOTE: REPLACE** second sentence with “Activities with NTCSS Optimized NALCOMIS will enter acceptance/transfer and ASPA inspections in the CM ALS Inspection Record of the aircraft and AESR”. **INSERT** “or CM ALS” after “aircraft logbook” in the fourth sentence. **At the end of the last sentence, ADD** “or CM ALS Miscellaneous/History record”.

**b. Paragraph 10.2.19d: ADD NEW sentences at the end of the paragraph:** “CM ALS tracked items will have an entry made stating removed for RILOP. Upon disposition of the removed components the CM ALS will be transferred to the designated site.”

## (30) Page 10-39

**a. Paragraph 10.2.19i: MODIFY:** “The PDM Program replaces ASPA/SDLM for a specific T/M/S aircraft. PDM divides a larger SDLM specification/work package into smaller, and more frequent, phases for Depot scheduling and completion to decrease periods of aircraft unavailability. Upon FID the aircraft will be inducted into scheduled D-level maintenance (Phase 1, Phase 2, etc.) within a \* \* \*.”

**b. Paragraph 10.2.19j: MODIFY:** “ASPA Program. IMC/P replaces ASPA/SDLM and PACE/MCAPP for a specific T/M/S aircraft. This scheduled D-level maintenance emphasizes a FID and may segregate the OSP into smaller periods of POI and PMI. The goal is to ensure that the appropriate level of maintenance performs these tasks at the right location and interval that will produce results in the highest degree of availability and readiness at the lowest overall life cycle cost. Activities shall ensure\* \* \*.”

**c. Paragraph 10.2.19: ADD NEW subparagraph k:**

“k. MCI replaces ASPA/SDLM for a specific T/M/S aircraft that have been designated by OPNAV N781 as nearing the end of their service life. These aircraft are no longer funded for standard rework. The purpose of MCI is not a PED adjustment, but to ensure airworthiness for an additional operational flying period specified by OPNAV. Upon review and recommendation by the NAVAIR-managed Airframes

Management Board, a PED-based standard rework plan is replaced by an annual D-level inspection to ensure airworthiness and satisfactory material condition.”

**(31) Page 10-42**

**a. Paragraph 10.3.2a(4): ADD NEW last sentence:** “The T/M/S Baseline Manager will ensure requirements of NAVAIR 15-01-500 are built into the baseline for aircraft not covered by preservation MRCs.”

**b. Paragraph 10.3.2b(1): After the first sentence INSERT:** “The T/M/S Baseline Manager will ensure requirements of NAVAIR 15-01-500 are built into CM baseline for components (engines, prop assemblies, APU, AAE, etc.) not covered by preservation MRCs.”

**c. Paragraph 10.3.2b(4): ADD NEW last sentence:** “For tracked CM components, IMA shall make an electronic entry stating the component has been salvaged and transfer the CM ALS records to the COMNAVAIRSYSCOM Wholesale Foundation Tier.”

**(32) Page 10-43**

**Following paragraph 10.3.3d(3), ADD NEW paragraph:**

(4) NTCSS Optimized OMA NALCOMIS activities with stricken aircraft, components, or assemblies that have CM ALS records shall make entries stating they are stricken and transfer the record to COMNAVAIRSYSCOM Wholesale Foundation Tier.

**(33) Page 10-44**

**a. Paragraph 10.3.5e: REPLACE:** “MAF and NAVFLIRS data” with “MAFs, WOs, NAVFLIRS, and Naval Flight Documents.”

**b. Following paragraph 10.3.5i, INSERT NEW paragraph iA (with subparagraphs):**

iA. NTCSS Optimized NALCOMIS provides O-level, I-level, and D-level activities with an improved capability to manage aircraft maintenance and configuration. It also provides the capability to track maintenance resources and document aircrew flight time and system usage information. NTCSS Optimized NALCOMIS has the capability to provide maintenance and configuration data up-line in near real-time and receive automated maintenance planning data updates. The CM portion of NTCSS Optimized NALCOMIS offers a full range of capabilities to manage aircraft and component configuration. It provides accurate listings of all aircraft components that are considered tracked items, tracks usage indicators for life limited components, maintains configuration items history records, and forecasts scheduled maintenance.

(1) CM provides the basis toward achieving a completely Automated Maintenance Environment, which streamlines the entire maintenance process. It provides the ability for the automation of data entry from aircraft flight recorders (MU, HUMS, SMART card), the automatic accumulation and tracking of usage. The NTCSS Optimized OMA NALCOMIS requirement is to create a system by which individual platforms may independently develop application modules such as pilot and maintenance debrief, on-line diagnostics, structural life prognostics, IETM, and PEDD which can operate in conjunction with the core functions. The CM module will interface with various platform specific software application modules that address specific maintenance functions. It is COMNAVAIRSYSCOM policy that the CM module will support and enhance the maintenance plans developed and maintained by the designated APML/LM.

(2) The Integrated maintenance process of the CM module encompasses three major areas:

(a) Equipment. To validate the ongoing disassembly and rebuilding of equipment, an equipment configuration baseline is required. Once this baseline is put in place, the actual configurations of the equipment can be tracked.

(b) Usage. As aircraft become more sophisticated with various sensors, maintenance will be, and is today, driven with advanced LUIs such as fatigue cycles and thermal cycles. Prior to defining any maintenance based on these parameters, there must be a usage baseline established to define the usage data available for each equipment type in the equipment baseline. Once this is in place, the usage can be correctly tracked and accumulated against the right equipment.

(c) Maintenance. Once the equipment configuration baseline and usage baselines have been defined, the maintenance baseline can be assembled defining all scheduled preventive maintenance (PMIC, MRCs, TDs, and other service bulletins) as well as the potential corrective repairs that are anticipated (conditional or unscheduled maintenance). The maintenance baseline becomes integrally linked with the equipment configuration baseline and the usage baseline. Maintenance entries can be validated using the maintenance baseline to ensure the proper maintenance tasks and usage at the time of maintenance is being recorded against the proper equipment types. By applying a scheduler to the maintenance entries, and by associating the actual equipment configurations and actual usage, the system is then able to schedule all PM.

**(34) Page 11-3**

**a. Paragraph 11.2a: MODIFY:** “\* \* \* ADP and principles of information system design, NTCSS Optimized NALCOMIS, mid-tier data replication, ADW data management, and basic fundamentals of \* \* \*.”

**b. Paragraph 11.2b(4): MODIFY:** “A basic understanding of ADP and MIS design with emphasis on the Aviation 3M System and NTCSS Optimized NALCOMIS that encompasses the following:”

**c. Paragraph 11.2b(4)(a): REPLACE with:** “Knowledge of aviation 3M and NTCSS Optimized OMA NALCOMIS documentation procedures and controls including foundation tier, mid tier, and top tier information technology applications.”

**(35) Page 11-4**

**a. Paragraph 11.2b(4)(c): MODIFY:** “\* \* \* of aviation 3M reports pertinent to O-level/I-level maintenance operations and ad hoc capabilities pertinent to NTCSS Optimized OMA NALCOMIS.”

**b. Paragraph 11.2b(6)(g): MODIFY:** “Knowledge of aircraft logbooks, AESR, MSRs, ASRs, EHRs, SRCs, CM ALS, W&B logbooks, and AIRs necessary for the transfer and receipt of aircraft.”

**(36) Page 11-6**

**a. Paragraph 11.2.1b(6): REPLACE:** “MDS” with “MDS or NTCSS Optimized NALCOMIS”.

**(37) Page 11-7**

**a. Paragraph 11.2.1b(16): REPLACE:** “MDS” with “MDS or NTCSS Optimized NALCOMIS”.

**b. Paragraph 11.2.1b(20): REPLACE:** “MDS” with “MDS or NTCSS Optimized NALCOMIS”.

**c. Paragraph 11.2.1b(21): REPLACE:** “MDS” with “MDS or NTCSS Optimized NALCOMIS”.

**(38) Page 11-8**

**Paragraph 11.2.1f(1)(d): MODIFY:** “\* \* \* or local MRCs. Activities using the SESS or Legacy

NALCOMIS may satisfy this requirement with monthly schedules produced by SESS or Asset Management in Legacy NALCOMIS and maintained by \* \* \*.”

**(39) Page 11-10**

a. **Paragraph 11.2.2b(14): MODIFY:** “If operating Legacy or NTCSS Optimized NALCOMIS, ensure the SA/A has an NEC 6315/MOS 6049.”

b. **Paragraph 11.2.2b(15): MODIFY:** “If operating Legacy or NTCSS Optimized NALCOMIS, establish and ensure formal in-service and informal training is conducted on Legacy or NTCSS Optimized NALCOMIS operation.”

**(40) Page 11-12**

a. **Paragraph 11.5b(6): MODIFY:** “Review monthly summaries and MDS and NTCSS Optimized NALCOMIS reports to ensure effective use of personnel, equipment, and facilities.”

b. **Paragraph 11.5b(7): REPLACE:** “equipment and SE” with “equipment, CM ALS, and SE”.

**(41) Page 11-13**

a. **Paragraph 11.5b(17)(a): REPLACE:** “MAF” with “MAF or WO”.

b. **Paragraph 11.5b(17)(g): ADD NEW last sentence:** “The Equipment Master Roster (E-00) does not exist if operating NTCSS Optimized OMA NALCOMIS.”

c. **Paragraph 11.5b(17)(k): REPLACE:** “NALCOMIS OMA” with “Legacy or NTCSS Optimized OMA NALCOMIS”.

**(42) Page 11-14**

a. **Paragraph 11.5b(17)(k)4): REPLACE:** “NALCOMIS” with “Legacy NALCOMIS.”

b. **Paragraph 11.5b(17)(k)5): ADD NEW last sentence:** “For NTCSS Optimized OMA NALCOMIS ensure CM ALS is kept updated.”

**(43) Page 11-15**

**Paragraph 11.5b(21)(e): MODIFY:** “Ensure MRCs are entered into the SESS or Asset Management for Legacy NALCOMIS databases as changes occur to the MRC decks.”

**(44) Page 11-19**

a. **Paragraph 11.7a(16): ADD NEW last sentence:** “If operating NTCSS Optimized NALCOMIS, develop an understanding of CM ALS and its application to management and data replication.”

b. **Paragraph 11.7a(20): MODIFY:** “Become knowledgeable of MDS reporting procedures and reporting capabilities in NTCSS Optimized NALCOMIS.”

**(45) Page 12-1**

a. **Paragraph 12.1.1a: MODIFY:** “\* \* \* in O-level and I-level activities to monitor, control, and apply the MDS or CM within the activity. The \* \* \* activity level. Additionally, for CM, the SA/A shall have a full working knowledge of the principles of foundation, mid, and top tier data replication and ADW.”



**b. Paragraph 12.1.1b: MODIFY:** “\* \* \* data processing capabilities, data replication between the foundation, mid tiers, top tiers and ADW, and the techniques of statistical analysis. It is \* \* \*.”

**c. Paragraph 12.1.1b NOTE: REPLACE:** “3M/NAVFLIRS” with “3M/NAVFLIRS Naval Flight Documents”.

**d. Paragraph 12.1.1c(2): MODIFY:** “\* \* \* MDS data to the NDCSC for processing. Ensure data reports are picked up and disseminated throughout the organization. Processing is accomplished through data replication to the top tier for activities with NTCSS Optimized OMA NALCOMIS.”

**e. Paragraph 12.1.1c(3): ADD NEW last sentence:** “\* \* \* There are no Naval Flight Document DARs for activities with NTCSS Optimized OMA NALCOMIS.”

**f. Paragraph 12.1.1c(4): ADD NEW last sentence:** “\* \* \* Corrections or change procedures for NTCSS Optimized OMA NALCOMIS Naval Flight Documents shall be performed prior to the Operations Clerk’s approval. Upon the Operation Clerk’s approval, the electronic record will be forwarded to the historical file.”

**(46) Page 12-2**

**a. Paragraph 12.1.1c(9): ADD:** “contingency procedures” after “system downtime”.

**b. Paragraph 12.1.1c(10): ADD NEW last sentence:** “This is not required for activities with NTCSS Optimized NALCOMIS.”

**c. Paragraph 12.1.1c(11): MODIFY:** “\* \* \* prior to delivery to the NDCSC for processing. To maintain an even workload, source documents shall be delivered to the NDCSC at least once daily. If operating NALCOMIS ensure tracking procedures are developed to account for data deliveries and pick-ups. This is not required for activities with NTCSS Optimized NALCOMIS.”

**d. Paragraph 12.1.1c(13): MODIFY:** “If operating Legacy or NTCSS Optimized NALCOMIS, the SA/A is responsible for maintaining the NALCOMIS system. The SA/A is the key to the success of Legacy or NTCSS Optimized NALCOMIS. The SA/A shall provide the local expertise necessary to resolve system/functional related problems and ensure smooth operations related to the O-level or I-level activity. In addition \* \* \*.”

**e. Following paragraph 12.1.1c(13), ADD NEW paragraph:**

(14) The establishment and monitoring of Detachment processing (for more specific guidance see OMA-SAM).

**f. Paragraph 12.1.1d(2): REPLACE:** “MDRs/NALCOMIS” with “MDR or NALCOMIS report/inquiries”.

**g. Paragraph 12.1.1d(10): MODIFY:** “Coordinate MDR matters with the NDCSC. This is not required for activities with NTCSS Optimized NALCOMIS.”

**h. Following paragraph 12.1.1d(10), ADD NEW paragraph:**

(11) Coordinate data replication matters with NDCSC.

**(47) Page 12-5**

**a. Paragraph 12.1.4b(1): REPLACE:** “SDLM/PDM to be” with “standard rework”.

**b. Paragraph 12.1.4b(2) MODIFY:** “\* \* \* upon return of an aircraft from standard rework. Activities deploying detachments, for example, HC and HSL, that transfer and accept between home-guard and detachments are not required to perform a FCF when transferring between home-guard and detachments.”

**(48) Page 12-7**

**a. Paragraph 12.1.5a(6) REPLACE:** “SDLM/PDM” with “standard”.

**b. Paragraph 12.1.5a(6)(a) MODIFY:** “All MRC tasks required for flight safety or aircraft ferry shall be included in the appropriate standard rework specification and accomplished as an integral element.”

**c. Paragraph 12.1.5a(6)(b): REPLACE:** “SDLM/PDM” with “standard rework”.

**d. Paragraph 12.1.5a(6)(c): MODIFY:** “\* \* \* requirement of standard rework activities unless the rework is performed at the reporting custodian's site. In this instance, the reporting custodian is responsible for performing special inspections. If standard rework procedures \* \* \*.”

**e. Paragraph 12.1.5a(6)(c) NOTE: MODIFY:** “\* \* \* completion of standard rework, the new base date for those special inspections performed as part of standard rework will be the date the aircraft completed rework. Operating activities will make entries establishing this new base date in the miscellaneous/history section of applicable AESRs. Activities with NTCSS Optimized OMA NALCOMIS shall use CM procedures to establish new base dates.”

**f. Paragraph 12.1.5a(6)(d): REPLACE:** “SDLM/PDM” with “standard”.

**g. Paragraph 12.1.5a(6)(e): REPLACE:** “SDLM/PDM” with “standard rework”.

**h. Paragraph 12.1.5a(6)(e)1: REPLACE:** “SDLM/PDM” with “standard rework” and **ADD NEW last sentence:** “Activities with NTCSS Optimized OMA NALCOMIS shall use the CM procedures to activate or defer MRC tasks.”

**(49) Page 12-8**

**a. Paragraph 12.1.5a(6)(e)2: MODIFY:** “\* \* \* acceptance/post-depot inspection, aircraft may be operated until the next phase is normally due. For example, an aircraft is returned from standard rework with 40 hours remaining until the next phase in the sequence is due. An \* \* \*.”

**b. Paragraph 12.1. 5a(6)e)2) NOTE: REPLACE:** “SDLM/PDM” with “standard rework”:

**c. Paragraph 12.1.5a(7): ADD NEW last sentence:** “The T/M/S Baseline Manager will ensure requirements of NAVAIR 15-01-500 are built into the baseline for aircraft not covered by preservation MRCs.”

**d. Paragraph 12.1.5a(8): MODIFY:** “\* \* \* mounted components or CM ALS, shall be inventoried during \* \* \* requiring records match the aircraft logbook, AESR inventory record, or CM ALS.”

**e. Paragraph 12.1.5b: ADD NEW last sentence:** “Activities with NTCSS Optimized OMA NALCOMIS shall use the CM procedures to update CM ALS.”

**(50) Page 12-9**

**Paragraph 12.1.5c(3): ADD NEW last sentence:** “Activities with NTCSS Optimized OMA NALCOMIS shall use the CM procedures to change tasking and update CM ALS to record deviation”



authorization.”

**(51) Page 12-11**

**a. Paragraph 12.1.5f(4): MODIFY:** “\* \* \* require AESR entries or CM ALS updates. All other equipment having an AESR require entries only if the inspection requires NDI or disassembly and reassembly. Refer to the logbook Inspection Record section. Inspections baselined in the CM task will be automatically logged in the appropriate CM ALS inspection record for activities with NTCSS Optimized OMA NALCOMIS. Corrosion inspections may be \* \* \*.”

**b. Paragraph 12.1.5f(4)(a): MODIFY:** “Completed aircraft special inspection MAFs or WOs shall be maintained in the aircraft inspection file or the electronic historical files.”

**c. Paragraph 12.1.5f(4)(b): MODIFY:** “\* \* \* maintain the controlling special inspection MAFs or WO for each inspection performed. Work centers will be issued MAFs or WOs listing the applicable MRCs for that portion of the inspection to be completed. The listing of applicable MRCs on the WO is not required for activities with NTCSS Optimized OMA NALCOMIS. The above procedure will ensure that when work centers sign off their supporting special inspection MAF or WO, the applicable section of \* \* \*.”

**(52) Page 12-12**

**a. Paragraph 12.1.5f(4)(b) NOTE: ADD to last sentence:** “(not required for activities with NTCSS Optimized OMA NALCOMIS; all inspections are electronically logged upon completion of a WO that affects CM ALS.)”

**b. Paragraph 12.1.5f(5): REPLACE:** “logbook entry” with “logbook or CM ALS entry”.

**c. Paragraph 12.1.5f(6): MODIFY:** “\* \* \*the service life of the aircraft is not interrupted during standard or special rework. Phase inspections are not included in the D-level specifications, and are not done during the standard or special rework process. Aircraft returning from standard or special rework have \* \* \*.”

**d. Paragraph 12.1.5f(8): MODIFY:** “\* \* \* newly assigned aircraft, from any source, including return of an aircraft from an off-site depot facility.”

**(53) Page 12-13**

**a. Paragraph 12.1.5f(9): MODIFY:** “\* \* \* a reporting custodian transfers an aircraft to another operating activity, including delivery to an off-site depot facility. It includes \* \* \*prior to transfer. On transfer of an aircraft, download the SEATS/ICAPS module data disk pertaining to the aircraft logbook (not required for NTCSS Optimized OMA NALCOMIS activities).”

**b. Paragraph 12.1.5f(10): MODIFY:** “ASPA Evaluation (for aircraft not under PDM or IMC/P. A conditional \* \* \*.”

**(54) Page 12-14**

**a. Paragraph 12.1.5f(10)(b): REPLACE:** “aircraft logbook,” with “aircraft logbook, CM ALS,”

b. Paragraph 12.1.5f(10)(c): REPLACE: “MAF” with “MAF or WO” and “MAFs” with “MAFs or WOs”.

(55) Page 12-15

a. Paragraph 12.1.5f(10)(g)(4): MODIFY: “\* \* \* and closed out. Activities with NTCSS Optimized OMA NALCOMIS transfer records using the CM Group explorer. All additional \* \* \*.”

b. Paragraph 12.1.5f(11): ADD NEW paragraph.

(11) Pre-Depot Inspection. This inspection is performed prior to induction to on-site standard and special rework. It includes an inventory of all equipment listed in the AIR, verification of CADs and PADS, and a configuration verification. Comply with applicable standard or special rework MRCs.

c. Paragraph 12.1.5f(12): ADD NEW paragraph.

(12) Post-Depot Inspection. This inspection is performed at the time a reporting custodian receives an aircraft from on-site standard and special rework. It includes an inventory of all equipment listed in the AIR, verification of CADs and PADS, configuration verification, hydraulic fluid sampling, daily inspection, and FCF. Activities may elect to increase the depth of inspection if equipment condition, visual external inspection, or record examination indicates such action is warranted.

(56) Page 12-16

a. Paragraph 12.1.6b: ADD NEW last sentence: “QECA MRC tasks will be a part of CM ALS for NTCSS Optimized OMA NALCOMIS activities.”

b. Paragraph 12.1.6c: REPLACE: “SDLM/PDM” with “standard rework”.

(57) Page 12-17

Paragraph 12.1.6f(3) NOTE: MODIFY: “The AESR/CM ALS AESR of engines received from the IMA or Supply shall be screened to determine\* \* \*.”

(58) Page 12-18

a. Paragraph 12.1.9: ADD NEW last sentence: “The ALSS Baseline Manager will ensure all requirements are maintained in CM for activities with NTCSS Optimized OMA NALCOMIS.”

b. Paragraph 12.1.10: MODIFY: “\* \* \* applicable equipment being inspected. Activities with NTCSS Optimized OMA NALCOMIS shall verify all applicable PMIC’s against the CM Inventory Explorer. At the completion of one complete phased cycle all SRC/ASR and CM ALS items shall have been inventoried. The inventory is performed using a locally prepared form containing a preprinted list of SRC/ASR or CM ALS items with a column provided for recording the SERNO of the installed items. On-condition items requiring EHRs or CM ALS items shall be included on this inventory list. This list will be reviewed to ensure installed components and assemblies requiring ASR, EHR, and SRC cards match the aircraft or AESR inventory record or CM Inventory Explorer.”

(59) Page 12-19

a. Paragraph 12.1.12: ADD NEW last sentence: “NTCSS Optimized OMA NALCOMIS reports may be used and printed from the screen as part of the MMP once verified to be correct.”

b. Paragraph 12.1.14a: REPLACE: “SDLM/PDM” with “standard rework” in both instances.

(60) Page 12-20

a. Paragraph 12.1.14b(4): REPLACE: “logbooks” with “logbooks or CM ALS”.

b. Paragraph 12.1.15: ADD NEW last sentence: “The E-00 is not required for activities with NTCSS Optimized OMA NALCOMIS.”

c. Paragraph 12.1.16a: MODIFY: “\* \* \* preservation shall be performed per NAVAIR 15-01-500. Baseline Managers will ensure all requirements for aircraft preservations performed per NAVAIR 15-01-500 are in the baseline for the aircraft. Aircraft may be removed from preservation at the \* \* \*.”

(61) Page 12-21

a. Paragraph 12.1.16b: DELETE: “The MO is responsible for determining when this equipment is required to be placed in preservation. For equipment placed in preservation per applicable MIMs/MRCs or directives, all PMS inspections may be deferred until the equipment is removed from preservation. Equipment not placed in preservation shall receive corrosion prevention/treatment per applicable MIMs/MRCs.”

b. Paragraph 12.1.16d: ADD NEW last sentence: “Baseline Managers will ensure CM baseline tasks include preservation requirements for equipment and gun systems.”

c. Paragraph 12.1.16e: MODIFY: “\* \* \* in the corrective action block of the original discrepancy MAF or WO. The QAR/CDI in-process inspection shall ensure all representation requirements are met after maintenance is performed. No additional depreservation/representation MAF or WO or logbook/CM ALS entry is required.”

(62) Page 12-24

Paragraph 12.2.7a: INSERT: “and CM ALS” after “logs and records” in both instances.

(63) Page 12-25

Paragraph 12.2.7b: INSERT: “and CM ALS” after “logs and records” in both instances.

(64) Page 12-27

Following paragraph 12.2.9d(11), ADD:

(12) Activities with NTCSS Optimized NALCOMIS refer to paragraph 12.1.1 for SA/A responsibilities.

(65) Page 12-37

a. Paragraph 12.3.3a(4): MODIFY: “\* \* \* before forwarding it to the work center. Activities with NTCSS Optimized OMA NALCOMIS will, upon receipt or delivery of a tracked component, ensure the CM ALS has been received. If the appropriate record or card is not received with the component and a replacement RFI component is not available, contact COMNAVAIRSYSCOM (AIR-3.6) for reconstruction or disposition directions. For activities with NTCSS Optimized OMA NALCOMIS, contact COMNAVAIRSYSCOM (AIR-3.6) for providing the appropriate CM ALS record.”

b. Paragraph 12.3.4c: ADD NEW last sentence: “Activities with NTCSS Optimized OMA NALCOMIS will ensure CM ALS are transferred to the receiving activity.”

(66) Page 12-38

- a. Paragraph 12.3.4f(1): REPLACE: “VIDS/MAF” with “MAF or WO”.
- b. Paragraph 12.3.5a(5): INSERT: “or CM ALS” after “records,”.

(67) Page 12-44

Paragraph 12.3.8a(1): MODIFY: “\* \* \* for example, logs, records, MAFs and WOs, is attached to the component. Activities with NTCSS Optimized NALCOMIS ensure the CM ALS is received with the components.”

(68) Page 12-45

- a. Paragraph 12.3.8b: MODIFY: “\* \* \* loss or damage. Activities with NTCSS Optimized NALCOMIS move the CM ALS to the receiving activity. When components are shipped \* \* \*.”
- b. Paragraph 12.3.8b(1): ADD NEW last sentence: “Activities with NTCSS Optimized NALCOMIS move CM ALS.”
- c. Paragraph 12.3.12c: INSERT: “or WO” after “MAF”.

(69) Page 12-48

- a. Paragraph 12.3.12j(1): REPLACE: “SDLM/PDM” with “standard rework”.

(70) Page 12-52

Paragraph 12.3.13a: MODIFY: “\* \* \* to provide full supply support. The Combat Information Systems Department is responsible for providing NTCSS IT21 Optimized OMA NALCOMIS support for tenant fleet aircraft and reserve squadrons. However, \* \* \*.”

(71) Page 12-53

- a. Paragraph 12.3.13b(1): ADD NEW last sentence: “Additionally, the Combat Information Systems Department NTCSS IT21 will be provided for Optimized NALCOMIS connectivity and mid-tier support.”
- b. Following paragraph 12.3.13b(3)(a)4), ADD:  

5) The Combat Information Systems Department ensures all NTCSS IT21 Optimized OMA NALCOMIS equipment is in place, operational, and connectivity issues are addressed.

(72) Page 12-54

- a. Paragraph 12.3.13b(3)(c): INSERT: “or WO” after “MAF”.
- b. Paragraph 12.3.13b(4)(b): ADD NEW last sentence: “Ensure all NTCSS IT21 Optimized OMA NALCOMIS equipment is in place, operational, and connectivity issues are resolved.”

(73) Page 12-57

Paragraph 12.3.15c: ADD after last sentence: “NTCSS Optimized OMA NALCOMIS activities that own items tracked in Navy property, DLA material, including IMRL equipment/SE that is lost, damaged, or destroyed shall send a copy of approved survey to COMNAVAIRSYSCOM (3.6). The surveying activity shall annotate in the CM ALS that the component is missing, stricken, or surveyed, change the CM indicator to BCM, and make remarks in the miscellaneous record of the CM ALS.”

(74) Page 13-1

**Paragraph 13.1b(1): MODIFY:** “\* \* \* transfer of aircraft, including relocation of aircraft to or from a depot facility for standard rework. The minimum requirements for records and administrative information for aircraft being transferred or inducted and returned from standard rework are as follows:”

(75) Page 13-2

**a. Paragraph 13.1b(1)(k): MODIFY:** “\* \* \* aircraft into standard rework when the aircraft is transferred upon completion of standard rework. In addition, when aircraft are at the depot facility, the \* \* \*.”

**b. Paragraph 13.1b(1)(l): REPLACE:** “SDLM/PDM” with “standard rework”.

**c. Paragraph 13.1b(1)(o): ADD NOTE:**

**NOTE:** Aircraft undergoing D-level rework/modification shall remain in the reporting custody of the operating activity throughout the rework evolution, regardless of location, unless otherwise directed by ACC/TYCOM.

(76) Page 13-5

**a. Paragraph 13.2a: MODIFY:** “\* \* \* aircraft and equipment not undergoing off-site rework shall maintain logbook/records\* \* \*.”

**b. Paragraph 13.2b: MODIFY:** “\* \* \* aircraft/equipment is assigned or, in the case of off-site rework, where the aircraft is physically located. Classified logbook information will be safeguarded per applicable security regulations. The logbook/records are transferred when the aircraft/equipment is transferred or returned to the reporting custodian. The logbook/records are updated before turnover to the new station, unit, or reporting custodian. When flights are involved in the transfer or turnover, the logbook/records are turned over to the physical \* \* \*.”

(77) Page 13-6

**Paragraph 13.2.1c: MODIFY:** “\* \* \* for information pertinent to standard rework. Upon completion of standard rework, the \* \* \*.”

(78) Page 13-11

**Paragraph 13.3.2a: MODIFY:** “\* \* \* reporting custodian maintains this record except during off-site standard rework, when it is maintained by the depot facility. This form, Figure 13-4, is designed to permit the monthly compilation of significant flight operational data throughout the service life of an aircraft. Reporting custodians/depot activities will ensure all monthly totals have been entered on this form prior to a physical location change from or to the off-site depot facility.”

(79) Page 13-14

**Paragraph 13.3.3b(2): MODIFY:** “\* \* \* or resequenced by standard rework, unless the performance of a phase inspection is certified by the activity performing the standard rework. All phases \* \* \*.”

(80) Page 13-15

**Paragraph 13.3.3d: REPLACE:** “SDLM/PDM” with “standard rework”.

(81) Page 13-16

a. Paragraph 13.3.4a: REPLACE: “SDLM/PDM” with “standard rework” and “NAVAVNDEPOT” with “NAVAIRDEPOT”.

b. Paragraph 13.3.4c, Block 6 - DESCRIPTION OF WORK: DELETE last sentence.

(82) Page 13-18

Paragraph 13.3.5a(9): REPLACE: “SDLM/PDM” with “standard rework”.

(83) Page 13-20

Paragraph 13.3.5b: MODIFY: “Purging. Upon completion of off-site standard rework, the rework activity will purge the AESR. Consolidate this section of the aircraft logbook using block entries on new pages. The depot activity, upon completion of repair or rework, will consolidate this section of the AESR using block entries on new pages. IMC/P aircraft AESRs will be purged by a D-level activity once per FSP as directed by the T/M/S Program Manager.”

(84) Page 13-24

Paragraph 13.3.6b: MODIFY: “Purging. Purging will be accomplished during off-site standard rework by the rework activity. For \* \* \* at all times. For IMC/P aircraft, the Miscellaneous/History section will be purged by a D-level activity once per FSP as directed by the T/M/S Program Manager.”

(85) Page 13-25

Paragraph 13.3.7b: REPLACE: “SDLM/PDM” with “off-site standard rework”.

(86) Page 13-26

a. Paragraph 13.3.8a(2): REPLACE: “SDLM/PDM” with “standard rework”.

b. Paragraph 13.3.8b: REPLACE: “SDLM/PDM” with “off-site standard rework”.

(87) Page 13-28

Paragraph 13.3.9b: REPLACE: “SDLM/PDM” with “off-site standard rework”.

(88) Page 13-41

Paragraph 13.3.15a(1) NOTE: REPLACE: “SDLM/PDM” with “off-site standard rework”.

(89) Page 13-47

Paragraph 13.3.17a(5): MODIFY: “\* \* \* records after off-site standard rework and repair and copies of \* \* \* by telephone. (DSN 757-8877/79/81/82/83 or COMM (301) 757-8877/79/81/82/83), on the web at https://www.nalda.navy.mil/programs.html (select ATCM), message. or letter\* \* \* .”

(90) Page 13-53

Paragraph 13.3.18a(9): REPLACE: “SDLM/PDM or rework” with “off-site standard rework”.

(91) Page 13-57

Paragraph 13.3.19a(5): MODIFY: “\* \* \* records after off-site standard rework and repair, and copies of \* \* \* by telephone. (DSN 757-8877/79/81/82/83 or COMM (301) 757-8877/79/81/82/83), on the web at https://www.nalda.navy.mil/programs.html (select ATCM), message, or letter\* \* \* .”

(92) Page 13-63



**Paragraph 13.4e(11): MODIFY:** “\* \* \* to the contractor when the aircraft is scheduled for induction for off-site standard rework or modification (as applicable).”

**(93) Page 14-3**

**a. Paragraph 14.4a(5): ADD NEW last sentences:** “The MRC tasking will be pushed down from the Baseline Manager for activities with NTCSS Optimized NALCOMIS activities. Baseline Managers shall provide notification to all NTCSS Optimized NALCOMIS activities of changes to the baseline. MRC taskings that are pushed down will not be activated by activities until receipt of the actual MRCs.”

**b. Paragraph 14.4a(6): ADD:** “BTRs” after “EI requests” on line 1.

**(94) Page 14-4**

**Paragraph 14.4a (15): ADD:** “or CM ALS” at the end of the sentence.

**(95) Page 14-5**

**a. Paragraph 14.4c(1): ADD:** “CM ALS” after “logs and records” on line 2.

**b. Paragraph 14.4c(2): ADD NEW last sentence:** “In-process tasks will be built by QARs/CDIs into WOs for NTCSS Optimized OMA NALCOMIS upon receipt of a maintenance task that requires an in-process inspection.”

**(96) Page 14-6**

**a. Paragraph 14.4e(3): ADD:** “or WO” after “MAF” on line 1.

**b. Paragraph 14.4e(4): DELETE:** “OMA”.

**(97) Page 14-7**

**a. Paragraph 14.5a(7): ADD:** “WOs” after “MAFs”.

**(98) Page 14-12**

**Paragraph 14.8.1e: REPLACE:** “SDLM/PDM” with “standard rework”.

**(99) Page 16-2**

**a. Paragraph 16.1.1a(3): ADD:** “or CM ALS AESR”, after “AESR” in both instances.

**b. Paragraph 16.1.1a(4): ADD:** “or WO” after “MAF” on line 3.

**c. Paragraph 16.1.1b: MODIFY:** “\* \* \* via the supporting supply activity. The CM ALS AESR is transferred using CM. The AESR will \* \* \* forwarded to the FST for ECOMTRAK purposes.

**d. Paragraph 16.1.1b(3): ADD:** “or CM ALS AESR” after “AESR” on line 3.

**e. Paragraph 16.1.1b(4): MODIFY:** “Accurate logbook records or CM ALS AESR must be maintained. The required number of SRC cards, ASRs, EHRs, and MSRs must be included with each engine AESR or CM ALS AESR. If an engine is removed, an entry must be made in the engine AESR or CM ALS AESR, \* \* \*.”

(100) Page 16-5

Paragraph 16.1.3f(1): ADD: “or WO” at the end of the paragraph.

(101) Page 16-6

Paragraph 16.1.3p(1): MODIFY: “Acceptance/post-depot inspections are performed at the time a reporting custodian accepts a newly assigned aircraft or aircrew personnel mounted equipment, from any source, including return of an aircraft from an off-site depot facility. It includes \* \* \* the aircraft logbook. SEATS/ICAPS data shall be updated in CM.”

(102) Page 16-7

Paragraph 16.1.3p(2): MODIFY: “Transfer/pre-depot inspections are performed at the time a reporting custodian transfers an aircraft or aircrew personnel mounted equipment, including delivery to an off-site depot facility. It includes an \* \* \* Monthly Flight Summary (OPNAV 4790/21A) or CM ALS Flight Summary by checking the Period and Since New blocks. In addition, verify operating hours on the Equipment Operating Record (OPNAV 4790/31A) or CM ALS Equipment Operating Record by checking the ACCUM block. Activities may elect to increase the depth of inspection if equipment condition, visual external inspection, or record examination indicates such action is warranted. On transfer of an aircraft, download the SEATS/ICAPS module data on a disk and transfer with the aircraft logbook. SEATS/ICAPS data shall be updated in CM.”

(103) Page 16-8

Paragraph 16.1.3q(2)(a): REPLACE: “VIDS/MAF” with “MAF or WO”.

(104) Page 16-11

a. Paragraph 16.2.1d: ADD: “or WO” after MAF”.

b. Paragraph 16.2.1g: ADD, after the last sentence: “Activities with NTCSS Optimized OMA NALCOMIS will enter the compass calibration readings in the Miscellaneous History record of the CM ALS.”

c. Paragraph 16.2.1g NOTE: ADD: “(Chapter 22 for CM ALS)” after “Refer to Chapter 13”.

d. Paragraph 16.2.1i: ADD: “or CM ALS” after “The aircraft logbook”.

(105) Page 16-17

Paragraph 16.5.4: MODIFY: “The appropriate engine shop(s)/work center(s) will verify SERNOS of installed SRC/EHR/ASR or CM ALS components during \* \* \* installed items. NTCSS Optimized OMA NALCOMIS activities use the Life Limited Component Report PART II to verify component SERNOS and part numbers. It is desirable to ensure RFI engines have all SRC/ASR or CM ALS items with \* \* \*.”

(106) Page 18-30

Paragraph 18.9.1b(12)(a): ADD: “or CM ALS” at the end of the sentence.

(107) Page 18-32

Paragraph 18.9.2b(3)(a): ADD: “CM ALS,” after “SRC cards” on line 2.



**(108) Page 18-36**

**Paragraph 18.9.4c(3): ADD:** “or CM ALS” at the end of the sentence.

**(109) Page 21-1**

**Paragraph 21.2: MODIFY:** “\* \* \* differences include on-site O-level, I-level, and D-level maintenance; supply support; total O-level, I-level, and D-level maintenance; and supply support. The programs encompass a mix of government and commercial requirements and introduce unique challenges for program management personnel. For example, aircraft may be supported under one of two systems, DOD (provisioned) support system or the commercial (nonprovisioned) support system or both.”

**(111) Following Chapter 21, ADD NEW NTCSS Optimized OMA NALCOMIS Chapter:****CHAPTER 22 – Configuration Management Auto Log-sets****22.1 Configuration Management Module**

**NOTE: This chapter applies to activities operating NTCSS Optimized OMA NALCOMIS.**

a. The CM Module’s function is a general-purpose life usage and serialized configuration tracking system. The CM Module’s baseline data is modifiable only by the baseline data owner. CM supports multiple weapon system types, consisting of different equipment breakdowns maintained at various maintenance activities. CM tracks usage parameters and TD compliance, schedules WOs, and provides the capability to have an owner that may be different than the user of an item. CM shall support general classes of inventory using Assy Cd, WUC, and specific classes of inventory using CAGE, P/N, NIIN, and cost. The CM Module shall have modifiable maintenance tasks and intervals. CM will be updated using the maintenance and flight module (MU, HUMS, SMART cards, etc.) (O-level only) of Optimized NALCOMIS.

b. General features of CM for O-level, I-level, and D-level activities are:

(1) WAN Explorer displays site data base servers of Navy and Marine Corps sites. These sites are separated into two groups: East Coast and West Coast. The TYCOM activities (AIMDs, squadrons, etc.) are tied together geographically.

(2) Group Explorer is used to receive and transfer aircraft and equipment. It is divided into two areas: The left side consists of the Inbox, Outbox, Sent (Items), and the organization (Primary) and its detachments. The right side consists of tabs or data pages displaying information for the selected organization or group in the tree view.

(3) Inventory Explorer provides the top to bottom breakdown of the aircraft, equipment, and components. The Inventory Explorer has the following tabs:

(a) Inventory.

1) Inventory Details indicate if an aircraft, equipment, or component is RFI, non-RFI, or BCM by showing a red icon for non-RFI and BCM or green icon for RFI.

2) Inventory Subcomponents list all classes and subclasses of equipment and components details for a T/M/S.

(b) Task. Enables the user to establish, view, or modify the identity, definition, and status of a selected task. This box has icons that allow the user to Create Tasks, View Task Properties, Determine Next Task Status, Suspend Task, Cancel Task, and DeConfigure Task (for completed TD tasks).

(c) Task Plans. Enables the user to enter changes to the Deadline Date and Scheduled Expenditure fields of a selected task plan. The top box has icons that allow the user to Create Task Plans, View Task Plan Properties, Cancel Task Plan, Activate Suspended Task Plan, Suspend Task Plan Step, and Complete Task Plan Step. The lower box has icons that allow the user to View Task Properties, Next Task Status, Defer Task, Suspend Task, and Cancel Task for a specific Task.

(d) Usage Records.

1) The Usage Records box provides the user a display list of usage records.

2) Usage record properties.

3) Delete usage record.

4) Current usage.

c. Right click functionality of CM:

(1) Configuration Update Worksheet allows the user to update the P/N, SERNO, and usage of inventory items.

(2) Log-set Explorer displays historical information of an activity's aircraft and equipment.

(3) Relocate enables the user to relocate aircraft, assemblies, and components to an organization or detachment into the Outbox for transfer to another activity.

(4) Create Inventory allows the user to create aircraft and equipment inventory.

(5) Create Component allows the user to create a component to add a serialized component in the data base for processing through a repair cycle.

(6) Delete Inventory allows the user to delete aircraft, equipment, and component inventories.

(7) Inventory Properties allows the user to view properties of inventory.

(8) Send Item to Button Laser allows the user to transfer historical information to a laser button attached to a component.

(9) Search Inventory allows the user to search for CAGE and P/N inventory items.

d. If an NTCSS Optimized NALCOMIS OMA CM record is missing or not received, contact the COMNAVAIRSYSCOM foundation repository for reconstruction of information/data or to have the latest electronic record sent to your activity.

**NOTE: The OMA-UG/Online Help provides detailed information of the records and hot link definitions for functionality.**

### 22.1.1 Auto Log-set Management

a. The reporting or physical custodian shall maintain CM ALSs. The on-site support center liaison officer shall ensure verification of the CM ALS records required per the OLSP and the Contract Data Requirements List (DD 1423) for aircraft under contractor maintenance.

b. Upon receipt of the aircraft, the rework activity shall screen the entire CM ALS for information pertinent to standard rework. Upon completion of standard rework, the rework activity will ensure required entries have been made and are complete.

### 22.1.2 Auto Log-set Reporting

CM ALSs will be maintained by the reporting or physical custodian for all naval aircraft. For aircraft supported under contractor maintenance, the on-site support center liaison officer will ensure verification of the CM ALS records required per the OLSP and the Contract Data Requirements List (DD 1423).

### 22.2 Configuration Management Auto Log-set Administrator

a. The CM ALS Administrator assigned to Maintenance/Production Control must have an in-depth working knowledge of the following:

(1) Navy Electronic Directives System.

(2) Naval correspondence format and procedures related to aviation maintenance.

(3) Classified correspondence, materials, and equipment handling.

(4) Aircraft and equipment manuals, related material publications, TDs, instructions and notices, and letter and message type correspondence.

(5) CM ALS procedures and baseline management.

b. The CM ALS Administrator performs functions and has responsibilities within the following areas:

(1) Administrative Records Required for Transfer of Naval Aircraft. The CM ALS Administrator shall receive or compile items for receipt or transfer of aircraft, including aircraft transfer to or receipt from standard rework. The minimum requirements for records and administrative information for aircraft being transferred or inducted and returned from standard rework are as follows:

(a) The CM ALS and records for aircraft mounted components that are transferred using the NTCSS Optimized OMA NALCOMIS Group Explorer.

(b) AIRs.

(c) W&B Handbook.

(d) Current contents of the AADB.

(e) Current contents of the aircraft inspection, TD compliance, general or electronic aircraft history files.

(f) Records of all FCFs for preceding 6 months or one phase cycle, whichever is greater.

(g) Previous and current hydraulic contamination control trend analysis charts.

(h) Other specific information required by the ACC/TYCOM. All military and commercial rework activities will forward the complete set of aircraft maintenance files that accompanied the aircraft into standard rework when the aircraft is transferred upon completion of standard rework. In addition, when aircraft are at standard rework, the standard rework may elect to make copies of the records for historical record analysis. CM ALSs are received and transferred using the Optimized OMA Group Explorer.

(i) Required ADRs and preaddressed envelopes will be placed in the aircraft transfer package for the reporting activity by the rework facility when the aircraft is returned from standard rework.

(j) Receiving activity will receive historical data and the transferring activity shall generate and retain MAINT 2, 4, 5, and 6 reports for a minimum of 6 months.

(k) NTCSS Optimized IMA NALCOMIS Engine Configuration. Ensure all engine configuration baseline requirements are entered into NTCSS Optimized IMA NALCOMIS as part of the engine induction process. The engine configuration baseline is provided in CM ALS when electronic records are transferred between NTCSS Optimized OMA NALCOMIS sites. Both NTCSS Optimized IMA NALCOMIS Engine CM and NTCSS Optimized OMA NALCOMIS Engine CM shall be maintained.

(2) Inventory of Components and Assemblies. The CM Life Limited Component II Report is used to record the SERNO of installed items for inventory of the aircraft. Verify the inventoried item SERNO against the CM Life Limited Components I Report. Resolve any discrepancies. Items will be inventoried during the phase inspection for the applicable equipment being inspected. At the completion of one complete phase cycle all items shall be inventoried.

(3) Compass Calibration. Reading entries will be made in the Miscellaneous History Record (as required) and due dates will be maintained.

(4) Engine Transaction Report. O-level and I-level activities with reportable engines refer to NAVAIRINST 13700.15 for reporting procedures.

(5) Aircraft Accounting and OPNAV XRAY reporting (as required) per OPNAVINST 5442.2.

**NOTE: Receipt XRAY is required for proper data processing in NTCSS Optimized OMA NALCOMIS.**

(6) TDs. Upon receipt of a new TD, screen for application to assigned aircraft and related equipment, and perform the following:

(a) Notify Maintenance/Production Control of applicability and priority.

(b) Ensure required TD kits are ordered.

(c) Initiate the Add New/Update Tasks from Baseline process to activate new TDs. The Inventory Explorer Utilities menu should be used at least daily to update new TDs from the baseline.

**NOTE: TDSA Lists No. 02 and 04 are not applicable to CM ALS. A TD record has the TDSA List No. 02 and 04 combined and the TD record is updated by pushing new TDs from the baseline manager to the foundation tier into CM where the CM ALS Administrator will screen for new TD requirements periodically.**

(7) Production Equivalents, ECPs, and Prototype or Modification of Aircraft or Equipment. Comply with instructions in the related correspondence describing the required action. CM [ALS](#) Miscellaneous Record entries will be made and CM ALS TD Record entries will be made (if applicable).

(8) Service Life Items. Monitor accumulations and keep Maintenance/Production Control informed of high time items using the NTCSS Optimized OMA NALCOMIS Maintenance Near Due Removal/Component Report, CM Component Removal Due Report, and CM Percent Life Remaining Report.

(9) MMP. Submit inputs for the MMP. Required topics include:

- (a) Forced removal items.
- (b) TD compliance requirements.
- (c) Compass calibrations due.
- (d) Phase inspection requirements.
- (e) Special inspection requirements.
- (f) Locally required information.
- (g) Anticipated aircraft/equipment transfers/receipts.

**NOTE: The CM reports may be used, referred to, or printed from the screen as part of the MMP.**

(10) [WO](#) Requirements.

- (a) Screen WOs and ensure CM [ALS](#) record entries or updates are made.
- (b) Track warranty components in CM. Warranty information is located in the inventory properties of CM.
- (c) Ensure CM [ALS](#) entries or updates are made and transferred via the CM [WAN](#).
- (d) For O-level activities, the signature to certify appropriate CM [ALS](#) record entries have been made or no entries are required is automatically accomplished via the [WO](#) and CM ALS with the exception of Miscellaneous, Repair/Record, and Exceedance Record entries. For I-level activities with CM ALS, all MAFs completed in the NTCSS Optimized IMA NALCOMIS will be screened and all CM ALS entries required in NTCSS Optimized OMA NALCOMIS will have to be manually entered in CM. Refer to the OMA-UG/ONLINE HELP for updating procedures for Optimized IMAs.
- (e) Initiate, maintain, and close out, CM [ALS](#) and records (as applicable).
- (f) Submit all [BTRs](#) (Volume V Chapter 10 contains detailed procedures) to provide a means to report NTCSS Optimized OMA NALCOMIS baseline discrepancies.

(11) Additional responsibilities are identified in the following NAMPSOP maintenance programs detailed in Volume V:

Navy Oil Analysis Program  
Hydraulic Contamination Control Program  
Technical Directive Compliance Program  
Tool Control Program

Chapter 4  
Chapter 6  
Chapter 11  
Chapter 13

### **22.3 General Information**

a. NTCSS Optimized OMA NALCOMIS activities that have reporting physical custody of naval aircraft and equipment will maintain the CM [ALS](#) records in a proper and up-to-date status.

b. CM [ALS](#)s are maintained by Maintenance Control/Production Control of the activity to which the aircraft/equipment is assigned. Classified CM [ALS](#) information will be safeguarded per applicable security regulations. The CM [ALS](#) will be transferred via the CM [WAN](#) when the aircraft/equipment is transferred. CM [ALS](#)s are updated before turnover to the new station or unit. The ferry pilot is responsible for providing ferry flight time to the receiving activity. CM [ALS](#)s are reviewed by the receiving activity as part of the acceptance procedure and all discrepancies are resolved promptly.

c. Activities receiving questionable or incomplete records should request immediate corrective action from the transferring activity. Obvious mistakes in record keeping may be corrected by the current custodian. The current custodian may sign off discrepancies requiring corrective action by the previous custodian after receipt of correspondence indicating corrective action.

d. If an NTCSS Optimized OMA NALCOMIS CM record is missing or not received, contact the COMNAVAIRSYSCOM Foundation Repository for reconstruction of information/data or to have the latest electronic record sent to your activity.

e. All CM [ALS](#) entries shall be made under the direction of the MO of the activity to which the aircraft/equipment is assigned, or under the supervision of the individual responsible for CM [ALS](#) custody at the activity where the aircraft/equipment is undergoing rework.

#### **22.3.1 Initiation**

a. Navy Acceptance. The original accepting activity, upon acceptance of the aircraft, will create the [ALS](#) in the CM Inventory Explorer.

**NOTE: When initiating TD records, the CM [ALS](#) Administrator shall coordinate with the Baseline Manager to ensure all TD compliances are listed in the applicable TD record.**

b. Cognizant Contract Administrator Acceptance. When an aircraft has been procured for the DON under a DOD contract, and delivery is made to the DON at the contractor's plant, the cognizant contract administrator is considered to be the original accepting activity. If the plant does not have a resident inspector, or if the aircraft has been procured for the DON under an Air Force or Army contract and delivery is not made directly to the DON representative at the contractor's plant but to an aircraft delivery point, the DON representative at the delivery point is considered the original accepting activity. When an aircraft, previously operated by the Air Force or Army, is transferred to the DON, the DON representative at the delivery point is considered the original accepting activity.

#### **22.3.2 Signature Authority**

a. The following personnel are authorized to sign CM [ALS](#)s and records:

(1) CO.

(2) O-level MO.

(3) I-level MO.

(4) D-level Director of Operations.

(5) OMD Officer.

b. Additional personnel may be authorized to sign CM [ALS](#)s and records if they have been designated in writing to do so by one of the personnel listed above. When the contractor or [NAVAIRDEPOT](#) field team supervisor is not authorized or does not sign the required CM [ALS](#) and records, the reporting custodian shall verify the work performed and sign the CM [ALS](#) entries.

c. By completing the [WO](#) “Inspected By” field, the CDI/QAR CM SMQ electronically updates the CM [ALS](#) “Authorized By” field, except entries for Miscellaneous History, Repair/Rework, and Exceedance records.

d. For Miscellaneous History, Repair/Rework, and Exceedance record entries, the person making the entry will have their name electronically entered in the “Entered By” block.

e. Rubber stamp signatures are not authorized. [NAVAIRDEPOT](#) artisan certification or verification device (as applicable) will satisfy the CO’s signature requirements on MSR, ASR, EHR, and SRC cards only. For I-level and D-level activities with CM [ALS](#) records, signature documentation is performed in the CM Inventory Explorer tasks (Create, Task Properties, Next Task Status, Suspend Task, and Cancel Task). Refer to OMA-UG/ONLINE HELP for detailed information.

f. A signature shall also be placed in the Repair/Rework Record section of each record within the CM [ALS](#).

g. When aircraft/equipment are repaired, modified, reconditioned, or have TDs incorporated by [NAVAIRDEPOT](#)s or contractor field teams at other than the [NAVAIRDEPOT](#) or contractor’s facility, the reporting custodian will make all required entries in the appropriate CM [ALS](#). The required information and the [WO](#) authorizing the work shall be provided by the [NAVAIRDEPOT](#) or contractor team supervisor/designee. The authenticating signature and stamp for completed work on all CM [ALS](#) entries shall be that of the [NAVAIRDEPOT](#), contractor team supervisor/designee, or reporting activity after verification. The reporting custodian shall ensure the Repair/Rework Record is completed and signed even though no additional CM [ALS](#) entries are required (when modification or recondition is accomplished). A copy of the [WO](#) and all pertinent data, such as wiring diagrams, will be placed in the appropriate aircraft/equipment general file.

### **22.3.3 Corrections**

a. A person with the appropriate SMQ will make all corrections to CM [ALS](#) records.

b. Corrections to CM [ALS](#) for usage can be accomplished in the Flight Document prior to posting into history or manually done in CM task and usage modules. Corrections to Miscellaneous and Repair/Rework Records must be deleted prior to authorized signature being posted. If the authorized signature has been posted a new corrected entry will be made. An entry will be made stating “this is a corrected entry” with a reference made to the invalid entry.

**NOTE: CM [ALS](#) will not be deleted unless authorized by COMNAVAIRSYSCOM (AIR-3.6).**



c. Corrections to CM SERNOs. Prior to changing SERNOs on a CM component, justification must be provided in the note section of the inventory properties of CM for that component SERNO. (Example: CM SERNO 0934AB for Mission computer P/N 123456 was changed to 0634AB vice 0934AB. SERNO was verified to be correct and all maintenance usage and maintenance history is applicable to this changed SERNO. VFA-189 Maintenance Officer, CDR Wrey.)

#### **22.3.4 Dates**

CM ALS date entry will be day month year (16 Jul 2001). When a date entry is required and the only date available is year and month, enter the last day of the month for the day portion of the date entry.

#### **22.3.5 Shipping Information**

CM ALS will be transferred to the receiving activity or the COMNAVAIRSYSCOM Wholesale Foundation Tier. If connectivity is not available, download CM ALS life limited items via item transfer.

**NOTE: When transferring an aircraft to a non-NTCSS Optimized OMA NALCOMIS activity, transfer CM ALS to the COMNAVAIRSYSCOM Wholesale Foundation Tier**

#### **22.3.6 Disposition**

CM ALS for aircraft/equipment stricken from the Navy inventory are disposed of as follows:

a. Destroyed Aircraft/Equipment. The CM ALS Administrator shall transfer the records to the COMNAVAIRSYSCOM Wholesale Foundation Tier.

b. Sale or Transfer. When an aircraft/equipment is sold or transferred to other than Navy custody, the printed copy of CM ALS records accompany the aircraft/equipment unless otherwise directed by the ACC/TYCOM. Classified information is removed from the CM ALS or cleared for release through the chain of command prior to transfer or sale. Transfer CM ALS records to the COMNAVAIRSYSCOM Wholesale Foundation Tier on completion of transaction.

c. Special Categories. The following CM ALS records will be transferred to the COMNAVAIRSYSCOM Wholesale Foundation Tier:

(1) Records for experimental aircraft/equipment.

(2) Records considered to be of historical value.

(3) Records of aircraft/equipment lost in combat or that have been involved in a mishap resulting in death, missing in action, personal injury, or substantial damage to other than government property.

d. When an aircraft/equipment is sold or transferred to other than Navy custody or strike authority is given, print MAINT 2, 4, 5, and 6 reports. Provide the MAINT 2 report to COMNAVAIRSYSCOM (AIR-3.6) no later than the 10th calendar day of the next reporting period.

#### **22.3.7 Reconstruction**

If an NTCSS Optimized OMA NALCOMIS CM record is missing or not received, contact the COMNAVAIRSYSCOM Wholesale Repository for reconstruction of information/data or to have the latest electronic record sent to your activity.



## **22.4 Aircraft/Equipment Auto Log-set and Records**

a. CM Auto Log-set. CM **ALS** contains the electronic baseline, actual inventory, and historical information of aircraft, engines, SE, ALSS, and associated assemblies.

b. Data for which there is not a designated place in the CM **ALS** shall be maintained in a general file for paper records, for example, FCF, engine test cell run sheets, and current compass correction card.

c. Contents. Each CM **ALS** shall have the following:

(1) Inventory list and details indicating aircraft, equipment, or component status.

(2) Active and historical maintenance task list of special, phase, and conditional inspections; TDs; and scheduled removals.

(3) Usage records and current usage for all parameters assigned.

**NOTE:** The OMA-UG/Online Help provides detailed information of the records and hot link definitions for functionality.

### **22.4.1 Flight Summary Record**

a. The reporting custodian maintains this record. This CM **ALS** record permits aircraft identification, the monthly compilation of significant flight operational data, and collection of historical OPNAV XRAY data throughout the service life of an aircraft.

(1) This record documents landings and special information, for example, catapult shots, that may be useful to a reporting custodian.

(2) The ferry pilot is responsible for providing aircraft ferry flight data to the receiving activity.

(3) Months will be accounted for in chronological order.

b. The source for updating this record is the Flight Module or CM Inventory Explorer usage record. This provides aircraft usage data to the Flight Summary record (hours, landings, and CATs/Arrests) for Monthly, In Life, In Period, and Total Landings for the activities that have physical custody of the aircraft.

c. This record provides the current OPNAV XRAY status, history of the aircraft, service period, OSM, and the capability to update service period and OSM manually.

d. Flight summary includes the Aircraft Summary (hours, landings, CATs/Arrests, and hoists), aircraft accounting OPNAV XRAY status, and service period.

**NOTE:** The OMA-UG/Online Help provides detailed information of the records and hot link definitions for functionality.

### **22.4.2 Inspection Record**

a. This CM **ALS** record provides a record of all scheduled, phase, conditional, and special inspections performed on the aircraft or equipment tracked in the CM Task Plans module. Additionally, all MCAPPs, ASPAs, etc., will be recorded.

b. Requirements.

(1) Phase inspection, special inspection, and conditional inspection records are maintained on separate tabs.

(2) Phase inspections are logged sequentially, for example, Phase A/(time) and Phase B/(time). The sequence is not interrupted or changed by standard rework, unless the performance of a phase inspection is certified by the activity performing the standard rework. All phases performed on the aircraft during a period and the flight hours on the aircraft are entered.

(3) Routine turnaround, daily, servicing, engine wash, and oil sampling are not logged.

(4) Conditional inspections are conducted as a result of a specific over limit condition or as a result of circumstances or events which create an administrative requirement for an inspection, for example, hot start, overtemp, hard landing, precarrier, predeployment, ASPA, acceptance, or transfer. An entry is required for conditional maintenance requirements that prescribe inspections to determine equipment condition. Conditional requirements that specify servicing or fluid sampling need not be logged. Compass calibration is entered in the miscellaneous/history section and need not be logged on the Inspection Record. Any inspection directed by higher authority, not directed by a TD, shall be logged. Due to operational circumstances, conditional inspections may be required on a recurring basis. Relief from the repeated logging of these inspections may be requested from the cognizant Wing, COMFAIR, CVW, or aviation combat element commander.

(5) Some operating activities perform periodic aircraft maintenance inspections on an incremental basis. The records of such inspections will be recorded in this section.

**NOTE: Local inspections, for example, QDR recommendations or MO orders, shall be documented on the Miscellaneous History Record.**

(6) Engines. Phase and major engine inspection records are maintained on one tab. Special and conditional inspections are maintained as separate tabs within this section of the CM [ALS](#) AESR. All phase inspections, special inspections, conditional inspections, and major engine inspections (except fluid sampling, engine wash, or servicing) require CM [ALS](#) AESR entries by the activity performing the inspection. This includes those engine inspections performed as a part of the aircraft phase inspection.

#### (7) Equipment

(a) Inspections performed on equipment for which a CM [ALS](#) AESR is required are logged in the CM [ALS](#) AESR. This provides a correct place in the CM [ALS](#) record for recording any particular inspection and ensures inspection records for major aeronautical equipment remain with the equipment after it has been removed.

(b) This record reflects all inspections performed on the equipment. In the case of aircraft phase MRCs, log only the phases actually performed on the equipment. Routine servicing, oil sampling, turnaround inspections, and daily inspections are not logged.

(c) All other equipment having a CM [ALS](#) AESR shall have the inspection entered on an inspection record titled "Special" only if the inspection required NDI or disassembly/reassembly.

(d) Acceptance inspections and transfer inspections on uninstalled equipment are not required.

c. The source for updating the Inspection Record is the Maintenance Module via a [WO](#) or CM Inventory Explorer task and the CM Inventory Explorer task plans that are pushed down from the COMNAVIAIRSYSCOM baseline.

d. This record includes the following tabs: Description, Completion Date, [AFH/EFH](#), Activity, Reference, MCN, and the electronic signature of the CDI from the completed [WO](#).

**NOTE: The OMA-UG/Online Help provides detailed information of the records and hot link definitions for functionality.**

### **22.4.3 Repair/Rework Record**

a. This CM [ALS](#) record provides a record of all repair, reconditioning, standard rework, conversion, modification, modernization, and ASPA inspections performed on the aircraft by a repair activity or on the equipment by an I-level or D-level activity. When an aircraft is inducted into a [NAVAIRDEPOT](#) or contractor activity for rework, the CM ALS accompanies the aircraft and is updated (as necessary) by the activity performing the work. This applies even though there is no change in reporting custodian. In all cases where an item requires a CM ALS AESR, it will accompany the equipment through the maintenance action required and will be updated by the activity accomplishing that action. Additionally, all MCAPPs, ASPAs, etc., that are tracked in CM task plans module will be recorded in the inspection record.

b. This CM [ALS](#) record is updated manually for the aircraft or equipment that requires a Repair/Rework entry. The source can be a [WO](#), naval message, or directives.

c. This record includes the following columns: Date, Description, Reference/Authorization, Activity, Entered By, and Authorized By.

**NOTE: The OMA-UG/Online Help provides detailed information of the records and hot link definitions for functionality.**

### **22.4.4 Technical Directives Record**

a. This CM [ALS](#) record provides a record of TDs affecting the airframe structure and its integral parts. Separate subsections are required to record each type of TD.

b. The source for updating this O-level, I-level, and D-level record, is a [WO](#) or CM Inventory Explorer task that provides a detailed listing of TD requirements pushed down from the COMNAVAIRSYSCOM baseline.

c. TDs that affect a CM [ALS](#) component are recorded electronically in the TD part of that record.

**NOTE: TD status code NA does not apply within CM ALS. CM ALS TDs are directly linked to applicable BUNO/SERNO and CAGE part/SERNO.**

d. For airframe TDs requiring one time or continuing inspections, the initial, or one time inspection, is logged on the CM [ALS](#) TD section. Subsequent or continuing inspection requirements are added to the MRCs (as required) in the basic TD. When this action has been completed, no further CM ALS entry is required for that TD.

e. TDs requiring continuing inspections are logged on the CM [ALS](#) inspection record. Subsequent or continuing inspection requirements are pushed down from COMNAVAIRSYSCOM Baseline Managers as required in the basic TD.

f. Production Equivalents, ECPs, and Prototype or Modification of Aircraft or Equipment. The CM [ALS](#) Administrator will comply with the details in the related correspondence describing the action to be accomplished (if authorized). CM ALS entries will be made (as required) on the appropriate Miscellaneous History record.

g. TD Removal.

**NOTE: Reporting custodians shall maintain COMNAVAIRSYSCOM approved configuration.**

(1) Prior to the removal of any TD, proper authorization must be obtained. ACCs have authority to approve TD removal via message if operational necessity dictates. However, the COMNAVAIRSYSCOM APML must be an info addressee on the authorization message. Financial responsibility for parts to reinstall the TD lies with the ACC/TYCOM and reporting custodian.

(2) TD removal will be documented in the same manner as TD incorporation. The only exception is the use of TD Status Code Q.

(3) The TD record will be annotated in the following manner:

(a) Enter TD Status Q on the WO; CM ALS will reflect a status code of Q.

(b) Make an entry on the Miscellaneous History Record, specify the reason for removal, authority, location of parts removed, and other pertinent information.

h. This record includes the following columns: TD Code, Number, Interim, Revision, Amendment, Part, Kit Priority, Issue Date, Title/Remarks, Maintenance Level, Man-hours, Target Completion Date, Status, Completion Date, Activity, and Signature.

i. When reinstalling a removed TD, document it as a normal TD incorporation. Make a complete TD entry on the TD record. When documenting the removal and installation of a TD on an item with a CM ALS MSR, ASR, EHR, TCR, or SRC, see specific documentation for that applicable record.

**NOTE: The OMA-UG/Online Help provides detailed information of the records and hot link definitions for functionality.**

#### **22.4.5 Miscellaneous History Record**

a. Aircraft. This CM ALS record is used to record significant information affecting aircraft or equipment for which no other space is provided in the CM ALS. This information shall include abnormal flight characteristics, peculiar troubles of an undetermined nature, damage to the aircraft, equipment, major component changes not logged elsewhere in the CM ALS (struts, control surfaces, and tail sections) historical data, authorization for service period extension, PED, and OPSERMOS adjustment as a result of an ASPA inspection, verification of flight hours in period and since new on acceptance and transfer, and exposure to large quantities of salt water, fire extinguishing agents, or other corrosive elements. This section may also be used to record SERNO information concerning research and development and bailment aircraft, for example, special modifications or special testing.

b. Equipment. This CM ALS record is used to record pertinent information affecting equipment for which no other place has been provided within the CM ALS, for example, special test data, abnormal characteristics, significant damage/repair, NOAP entries, authorization for extension of operating intervals, and exposure to large quantities of salt water, fire extinguishing agents, or other corrosive elements.

c. Equipment Rejection. To aid I-level and D-level activities in determining repair or rework requirements of equipment following rejection, it is imperative that activities rejecting equipment document completely the reasons for and the nature of the rejection. A simple entry such as "overtemp" is not sufficient. Include specific information on the degree of overtemp, length of overtemp, the circumstances under which it occurred (start, in-flight, shutdown, and ground run up), and the corrective measures taken.

d. Specific examples requiring an entry:

(1) The DOD activity originally accepting an aircraft for the Navy will make a miscellaneous CM [ALS](#) entry stating “DOD acceptance check flight flown this date”.

(2) A change in the authorized inspection interval of aircraft or equipment requires the following entry be made: “Effective this date (aircraft or equipment) was placed on (specified interval) Per (authority); next inspection due (date or hours)”.

(3) A change in the inspection induction date or hourly sequence of aircraft or equipment, requires the following entry be made: “Effective this date, inspection induction date (or hours) was rescheduled from (old date or hours) to (new date or hours) as authorized by (reference)”.

(4) Hydraulic contamination CM [ALS](#) entries shall be made as follows:

a) When testing reveals Navy standard class five contamination is exceeded, or evidence of water, chlorinated solvent, or any other form of contamination, requiring decontamination per NAVAIR 01-1A-17, indicate date, type contamination, class, method of decontamination, and appropriate reference.

b) When aircraft are received from a depot, commercial repair activity, or another reporting custodian, hydraulic samples shall be analyzed and an entry shall be made indicating the date and class of the results.

(5) Compass calibration entries will be made in this section and shall include type compass, date calibration performed, location, method of calibration, and one of the following statements:

a) If all calibration readings fall within limits specified for the specific aircraft or, in the absence of a specific aircraft limit, within one degree of the primary source of reading information, the following standard entry will be made: “All readings are within specified limits”.

b) If all calibration readings are not within specified limits the following entry will be made: “All readings are within specified limitations with the exception of the following headings”. (List the headings and deviations.)

(6) When either the aircraft or equipment is exposed to large quantities of salt water, fire extinguishing agents, or other corrosive elements, an entry will be made on this record. The entry will include a description of the decontamination accomplished and the approximate time between exposure and completion of decontamination.

(7) When dye is added directly to aircraft fuel tank(s) to determine the location of a leak, an entry will be made on this record.

(8) An entry will be made to indicate certification of airborne CMS. This entry is a permanent part of the CM [ALS](#).

(9) Whenever oil analysis indicates abnormal wear limits, amounts of metal, or other contamination, an entry is required. For CM [ALS](#) ASRs and CM [ALS](#) SRC items this entry will be made in the Repair/Rework/Overhaul section of the applicable record. For CM [ALS](#) EHR items this entry will be made in the maintenance record section of the applicable record.

(10) Equipment Transfer. Activities transferring equipment will annotate the date, reason for transfer, activity transferred to, JCN, shipping document number, and star/status code (if applicable).

(11) If during D-level maintenance an inaccessible area is found to contain a foreign object that is not removed, the [NAVAIRDEPOT](#) will make a CM [ALS](#) entry denoting its location.

(12) If a tool is reported missing during D-level maintenance, all tool control procedures will be complied with in an attempt to recover the missing tool. If the tool is not found and it cannot be determined with certainty that it is not in the applicable aircraft or equipment, the details will be entered in the CM [ALS](#). This entry will include tool nomenclature, markings, location, search results, and any other pertinent comments.

(13) An entry shall be made when ABDR actions are performed, including limitations and monitoring requirements imposed by those actions.

(14) If a propeller is used on a ground test stand/engine test cell, the total accumulated ground test stand/engine test cell, the time shall be recorded at the end of each evolution. NAVAIR 03-20CBBK-1 contains maximum ground test stand/engine test cell time a propeller may accumulate.

e. Late Entries. When creating an entry, enter the actual date of occurrence, CM [ALS](#) will place it in its correct chronological order.

f. The source for updating this record is the [WO](#) for one time conditional inspections only. The Miscellaneous History Record is updated for all other entries via the CM [ALS](#) Miscellaneous History Record using the create, duplicate, or delete icon in CM [ALS](#).

g. This record includes the following columns: Date, Description, Activity, Entered By, and Authorized By.

**NOTE: The OMA-UG/Online Help provides detailed information of the records and hot link definitions for functionality.**

#### **22.4.6 Preservation/Depreservation Record**

a. A CM [ALS](#) entry is required any time preservation, represervation, or depreservation is performed on tracked items or aircraft. The record is electronically updated using the [WO](#) for O-level, or updated using CM tasks for I-level and D-level.

(1) Installed Equipment. Entries are required in the CM [ALS](#), if the applicable preservation MRCs or NAVAIR 15-01-500 specify a preservation requirement. No entry will be made if the equipment is not preserved as part of an aircraft preservation action.

(2) Uninstalled Equipment. Entries are required in the CM [ALS](#) if the applicable maintenance manual specifies a preservation requirement.

b. This record includes the following columns: Description, Completion Date, [AFH/EFH](#), Activity, Reference, MCN, and Signature of the CDI from the completed [WO](#).

**NOTE: The OMA-UG/Online Help provides detailed information of the records and hot link definitions for functionality.**

#### **22.4.7 Explosive Record**

a. Explosive devices are treated as component inventory. All explosive devices are recorded in the aircraft CM [ALS](#), and are electronically updated using the [WO](#) for O-level, or updated using CM tasks for I-level and D-level.



b. This section of both the CM [ALS](#) and the CM ALS AESR contains a record of all explosive devices, for example, initiators and canopy releases installed in the aircraft or major assemblies. Explosive devices installed in major assemblies or equipment, for example, ejection seats and in-flight refueling stores, shall be recorded in the Installed Explosive Device Record of the CM ALS AESR. Explosive devices installed in personnel parachutes are recorded on the parachute record. When installed in other safety and survival equipment, they shall be recorded on the Seat Survival Kit Record or Aircrew Systems Record. All other explosive devices shall be recorded on the Installed Explosive Device Record of CM ALS or CM ALS AESR.

c. This record includes the following tabs: Identification, TD, Inst/Rem, Components, Explosive, and Inspection.

d. The Installed Explosives Report is used to view detailed information for multiple explosive devices installed on aircraft, equipment, and components. The report includes the following columns: DODIC, Location/Nomenclature, Location Code, Lot Number, P/N, SERNO, NHA P/N, NHA SERNO, Shelf life months, and Installed life months.

e. The ICAPS Installed Explosive Device Record is maintained in a current status by all activities having custody of or performing rework on the aircraft or equipment in which explosive devices are installed.

**NOTE: The OMA-UG/Online Help provides detailed information of the records and hot link definitions for functionality.**

#### **22.4.8 Component Record**

The component Record lists all life limited items installed on aircraft/equipment and includes the following columns: Nomenclature, CAGE, P/N, SERNO, Installation Date, WUC, and POS.

#### **22.4.9 Aeronautical Equipment Service Record Auto Log-set Records**

a. The AESR has been replaced by the Identification record in the Logset Explorer. The Identification records are treated as equipment inventory and are viewed or updated by using the [CM Inventory Explorer](#) and updated in the Maintenance module using a [WO](#) to remove and replace the equipment.

b. The CM [ALS](#) AESR is maintained similarly to the aircraft CM ALS. The CM ALS AESR accompanies the equipment at all times. When equipment is installed as part of the aircraft, this record is maintained concurrently with, and becomes part of the aircraft CM ALS.

c. Details on records that are used in both the CM [ALS](#) AESR and the aircraft CM ALS are covered under the aircraft CM ALS section. The following records apply:

- (1) Inspection Record.
- (2) Repair/Rework Record.
- (3) Technical Directives Record.
- (4) Miscellaneous History Record.
- (5) Preservation/Depreservation Record.
- (6) Explosive Devices Record (as applicable)

(7) Component Record.

d. Data for which there is not a designated place in the CM [ALS](#) AESR shall be maintained in a general file for paper records, for example, engine set-up, and engine test cell run sheets.

e. The requirement for CM [ALS](#) AESRs is determined by T/M/S aircraft PMIC decks and COMNAVAIRSYSCOM, including the list of required CM ALS. CM ALS AESRs for equipment not associated with an aircraft are listed below. Newly established CM ALS AESR requirements shall be published by COMNAVAIRSYSCOM and shall include a listing of requirements as part of the CM ALS AESR. CM ALS AESRs are required for all equipment within the following categories:

(1) Aeronautical expeditionary airfield M-11, M-22, M-23, V-1, V-7, and L-series lighting systems.

(2) Gas turbine power plant (7LM 1500 PB-104).

(3) MK-105 magnetic minesweeping gear.

(4) SEGTEs listed in NAVAIR NOTE 4700.

(5) Engine test cell/stand.

(6) UAV ground systems.

f. The CM [ALS](#) AESR is initiated by the activity originally accepting the equipment for the DON.

g. If a CM [ALS](#) AESR record is missing or required, contact the COMNAVAIRSYSCOM Foundation Repository for reconstruction of information/data or to have the latest electronic record sent to your activity.

h. This record includes the following tabs: Identification Data, TD, Components, Miscellaneous History, Repair/Rework, Preservation, Inspection, and [EOR](#).

**NOTE: The OMA-UG/Online Help provides detailed information of the records and hot link definitions for functionality.**

#### **22.4.10 Equipment Operating Record**

a. The Equipment Operating Record provides CM [ALS](#) AESR equipment identification, monthly compilation of significant flight operational data, usage parameters, and accumulative usage data throughout the service life of the equipment.

b. The source for updating this record is the Flight document or CM Inventory Explorer usage record that provides the ability to update equipment usage data to the Equipment Operating Record for accumulative collection of engine flight hours or other usage parameters for activities that have physical custody of the equipment.

c. Ground test stand/engine test cell time is not required to be logged for aircraft engines since it is not used in calculating inspection intervals, removal intervals, or maximum operating time. Ground test stand/engine test cell time for propellers is required to be logged on the CM [ALS](#) Equipment Operating Record. If a propeller is used on a ground test stand/engine test cell, the total accumulated ground test stand/engine test cell time shall be recorded at the end of each evolution in the Miscellaneous History section of the propeller CM ALS AESR. NAVAIR 03-20CBBK-1 contains maximum ground test stand/engine test cell time a propeller may accumulate.



d. This record includes the following columns: Date, Usage Parameters, Monthly Usage, and Accumulative Usage.

**NOTE: The OMA-UG/Online Help provides detailed information of the record and hot link definitions for functionality.**

#### **22.4.11 Module Service Record**

a. Modular engine design allows I-level activities to readily remove and replace interchangeable modules with RFI spares. The MSR provides the method for recording the maintenance data for these modules and their life limited assemblies and components. A paper copy of the MSR will be attached to and accompany the component to its final destination. The electronic CM [ALS](#) MSR record will be transferred using CM via the [WAN](#).

b. The MSR is treated as engine equipment inventory and viewed or updated by using the CM Inventory Explorer or a [WO](#) to remove and replace the module.

c. The MSR accompanies the module at all times. When the module is installed as part of an aircraft engine, the record is maintained concurrently with, and becomes part of, the aircraft engine CM [ALS](#) AESR.

d. This record includes the following tabs: Identification, TD, Components, Miscellaneous History, Repair/Rework, Exceedance, Preservation, Inspection, [EOR](#), and Installed/Removed.

e. A CM [ALS](#) MSR shall be maintained for all modular engines, for example, T56, T400, T700, and F404.

f. MSR initiation for modules installed on aeronautical engines as part of DOD contracts shall be the responsibility of the activity accepting the engines for the DON. When these modules are delivered to the DON at the contractor's plant, the cognizant DON representative is considered to be the original accepting activity.

g. If an MSR record is missing or not received, contact the COMNAVAIRSYSCOM Foundation Repository for reconstruction of information/data or to have the latest electronic record sent to your activity.

h. Upon completion of repair or rework A paper copy of the MSR will be attached to and accompany the component to its final destination. The electronic MSR record will be transferred using CM via the [WAN](#).

**NOTE: The OMA-UG/Online Help provides detailed information of the record and hot link definitions for functionality.**

#### **22.4.12 Aircrew Equipment Record**

a. Aircrew records are treated as component inventory. All Aircrew equipment records are recorded in the ALSS AESR and updated using the [WO](#) for O-level or CM tasks for I-level and D-level.

b. These records include the following tabs: Identification Data, TD, Repair/Rework, ALSS (shelf life and service life), Inspection, Components, Miscellaneous History, [INST/REM](#), and Preservation.

c. The Aircrew Equipment Report is used to view detailed information for installed aircrew equipment or components. The report includes the following three sections: Aircrew Equipment, TDs, and Inspections. All three sections of the report shall be inserted in the appropriate aircrew file per NAVAIR 13-1-6 (series).

d. When a parachute component is retired because its total service life has expired, it will be replaced, the assembly shall be reinspected, repacked, and issued to the organizational custodian. Under no circumstances shall a component be used if the history of the component cannot be firmly established. When a parachute has been involved in an aircraft mishap, the current record shall be forwarded per OPNAVINST 3750.6 and NAVAIR 13-1-6.2.

e. For personal mounted equipment or other equipment which is not aircraft installed, the record will be maintained in the uninstalled [VED](#).

f. Initiation, Maintenance, and Handling Procedures

(1) The activity placing the aircrew equipment in service shall initiate the CM [ALS](#).

(2) The receiving custodian shall review the CM [ALS](#) to verify for completeness and accuracy. All discrepancies in the record shall be resolved with the issuing activity prior to acceptance of the aircrew equipment.

(3) The CM [ALS](#) record shall be forwarded any time the aircrew equipment is removed and sent to the supporting I-level for reinspection or maintenance.

(4) The supporting I-level shall update record each time the aircrew equipment is inducted for repack or maintenance.

(5) Upon transfer of the aircrew equipment, the record shall be forwarded to the new custodian.

g. This record includes the following tabs: Identification Data, TD, Repair/Rework, ALSS (shelf life and service life), Inspection, Components, Miscellaneous History, [INST/REM](#), and Preservation.

**NOTE: The OMA-UG/Online Help provides detailed information of the records/reports and hot link definitions for functionality.**

**22.4.13 Aircrew Personal Record**

a. Aircrew personal records are designed to provide a record of the current configuration of all personal survival equipment issued to the aircrewman. These records are treated as component inventory. All Aircrew Personal Records are recorded in the ALSS CM [ALS](#), and are updated using the [WO](#) for O-level or CM tasks for I-level and D-level.

b. The Aircrew Equipment Report is used to view detailed information for aircrew personal equipment. The report includes the following three sections: Aircrew Equipment, TDs, and Inspections. All three sections of the report shall be inserted in the appropriate aircrew file per NAVAIR 13-1-6 (series).

c. These records include the following tabs: Identification Data, TD, Repair/Rework, ALSS (shelf life and service life), Inspection, Components, Miscellaneous History, [INST/REM](#), and Preservation.

d. Initiation, Maintenance, and Handling Procedures

(1) The Aircrew Personal Equipment Record shall be initiated by the cognizant O-level activity upon the initial issue of personal equipment to the aviator or aircrewman.

(2) Upon transfer of aircrew personnel, six months of [WO](#) history shall transfer with the individual ALSS CM [ALS](#).

NOTE: The OMA-UG/Online Help provides detailed information of the records/reports and hot link definitions for functionality.

#### **22.4.14 Component Auto Log-set Record**

Component ALS records are used to record maintenance history, installation, and usage data. They are maintained as part of the CM aircraft, AESR, MSR ALS (as applicable) as long as the component is installed.

#### **22.4.15 Life Limited Component Record**

a. The Life Limited Component Record is used to record maintenance history, installation, and usage data. When the component is removed from the aircraft or equipment, the record accompanies the component. Continuity of this maintenance history is paramount. These records are treated as equipment inventory and are viewed or updated using the CM Inventory Explorer or a [WO](#) to remove and replace the component.

(1) NAVAIRINST 4790.3 establishes policy and assigns responsibilities for the planned removal/replacement at the O-level, I-level, or D-level of selected aeronautical components designated as life limited components, for example, ASR and SRC.

(2) NAVAIRINST 13120.1 and NAVAIRINST 13130.1 provide policy for management of the Structural Life Limit Program. This program is used to monitor structural life limited components designated for depot replacement. This also provides a means for documenting basic life limitations, for example, maximum flight hours, catapults, arrestments, and landings, which must be properly managed to ensure safety and structural integrity throughout the service life of each T/M/S aircraft. COMNAVAIRSYSCOM (AIR-4.0) will develop technical and engineering solutions, determine life limits, and publish them via NAVAIRINST 13120.1 and NAVAIRINST 13130.1. They will ensure the publication and distribution of quarterly SAFE Program reports. COMNAVAIRSYSCOM (AIR-3.0) will ensure FSTs incorporate limits into applicable PMIC decks and provide logistics resources planning to preclude reaching any structural life limits. Ensure [NAVAIRDEPOTs](#), FSTs, and commercial rework facilities review records for all D-level life limited items requiring replacement during the next operating period. They will ensure their activities incorporate structural fatigue life expenditure status into planning for D-level modifications to preclude reaching any structural life limit.

(3) ACCs/TYCOMs. Reporting custodians shall adhere to limits published in NAVAIRINST 13120.1, NAVAIRINST 13130.1, SAFE Program reports, applicable PMIC, TDs, and IRACs and plan aircraft schedules for D-level modifications to preclude exceeding any structural life limit.

(4) COMNAVAIRSYSCOM Baseline Managers shall ensure proper inventory class and subclass is assigned to each life limited component, as provided in the Baseline Data Management Plan and Incorporate current limitations, as listed in the applicable directives in the preceding paragraphs, for all life limited components.

b. Record initiation for components installed on or delivered with major aeronautical equipment, for example, aircraft and engines as part of a DOD contract, shall be the responsibility of the activity accepting such major equipment for the DON. When these components are delivered to the DON at the contractor's plant, the cognizant DON representative is considered to be the original accepting activity.

c. When requirements are not included in the Navy contract, record initiation for new components drawn from the Navy Supply System shall be the responsibility of the requisitioning activity.

d. If a record is missing or not received, contact the COMNAVAIRSYSCOM Foundation Repository for reconstruction of information/data or to have the latest record sent to the activity.

(1) If it can be determined that the component is in fact new or newly overhauled, a record will be initiated upon receipt by the requisitioning activity prior to installation.

(2) Caution must be stressed concerning components having an established finite life, such as helicopter rotor blades. Since failure of a finite life item may have catastrophic consequences, it is mandatory that documented proof of its remaining service life be determined prior to installation. On components where an overspeed/overstress occurrence is a mandatory reportable factor, this information must also be determined and documented. Visual appearance and apparent satisfactory operation of an item are not considered sufficient evidences of remaining serviceability. If the COMNAVAIRSYSCOM Foundation Repository does not have the record, the [NAVAIRDEPOT](#) having FST responsibility will be contacted for disposition as to its serviceability. For components with an AT Code BCM 9 condemned, the record shall be annotated BCM 9 in the reason for removal column and the record transferred to the COMNAVAIRSYSCOM Wholesale Foundation Tier.

(3) When notified that a record is no longer required, via a change to the applicable PMIC, the Baseline Manager will be notified to change the baseline. At that point, the record will become a tracked repairable or untracked (as required).

e. This record includes the following tabs: Identification, TD, Components, Miscellaneous History, Repair/Rework, Inst/Rem, Exceedance (as required), Inspection, and Preservation.

**NOTE: The OMA-UG/Online Help provides detailed information of the record and hot link definitions for functionality.**

#### **22.4.16 Tracked Component Record**

a. The [TCR](#) is used to record maintenance history for repairable components not designated as life limited. In addition, components are designated by the FST as EHR when it is determined they require special emphasis in monitoring and trending of failure data, for example, QECK, armament equipment, or on-condition items. On-condition items are those items that require scheduled inspections, tests, or measurements to determine whether an item is in, or will remain in, a satisfactory condition until the next scheduled inspection, test, or measurement. The current list of components designated as EHR is published within the applicable PMIC. The record is maintained as part of the CM Inventory when a repairable item is designated as a tracked item.

b. When the component is removed from the aircraft or equipment, the record accompanies the component. Continuity of this maintenance history is paramount. These records are treated as equipment inventory and are viewed or updated using the CM Inventory Explorer or a [WO](#) to remove and replace the component.

c. Record initiation for components installed on or delivered with major aeronautical equipment, for example, aircraft and engines as part of a DOD contract, shall be the responsibility of the activity accepting such major equipment for the DON. When these components are delivered to the DON at the contractor's plant, the cognizant DON representative is considered to be the original accepting activity.

d. When record requirements are not included in the Navy contract, initiation for new components drawn from the Navy Supply System shall be the responsibility of the requisitioning activity.

e. When the PMA or FST has determined an item is to be tracked, they will issue implementation instructions and revise the applicable PMIC (EHR only). The Baseline Manager will ensure the baseline is changed when the PMA or FST has determined an item to be tracked.

f. Loss of a TCR does not render the item unusable. If a TCR is missing or not received, contact the COMNAVAIRSYSCOM Foundation Repository for reconstruction of information/data or to have the latest record sent to the activity.

(1) For components with an AT Code BCM-9 (condemned), the TCR (EHR only) shall be annotated BCM-9 in the reason for removal column and the TCR transferred to the COMNAVAIRSYSCOM Wholesale Foundation Tier.

(2) When notified that TCRs are no longer required, the Baseline Manager will change the record to untracked or delete the component from the baseline.

g. This record includes the following tabs: Identification, TD, Repair/Rework, Preservation, INST/REM, and Inspection.

**NOTE: The OMA-UG/Online Help provides detailed information of the record and hot link definitions for functionality.**

#### **22.4.17 Untracked Record**

a. The Untracked Record is used for identification of components that are designated in the CM baseline as untracked.

b. This record includes the following tabs: Identification Data and Components.

#### **22.4.18 Archiving Configuration Management Auto Log-set Historical Data**

a. Aircraft/Equipment CM ALS may be purged after two years from the completed action/entry date from the last recorded flight. This will permanently remain in the ADW. The Miscellaneous History Record, Repair/Rework Record, and TDs that are NINC and INC, will remain for the life of the aircraft. The last complete phase and special inspection cycle will be maintained on the Inspection Record.

b. Component CM ALS records may be purged after two years from the completed action/entry date from the last recorded flight. This will permanently remain in the ADW. The Miscellaneous History Record, Repair/Rework Record, and TDs that are NINC and INC, will remain for the life of the component/assemblies. The last complete phase and special inspection cycle will be maintained on the Inspection Record.

**NOTE: Purging or removal of data from a CM ALS is defined as removing completed actions/tasks from a CM ALS after 2 years from the last recorded flight. The history of that CM ALS is permanently maintained in the ADW and can be accessed by all fleet users. Only depots and IMAs are authorized to purge or remove data.**

### **(109) Pages A-1 through A-15 -APPENDIX A - Acronyms and Abbreviations**

#### **ADD:**

AADB - Automated Aircraft Discrepancy Book

ADW – Aviation Data Warehouse

AFH - Aircraft Flight Hours

AIRRS - Aircraft Inventory Readiness and Reporting System

AISD- Aviation Information Systems Department  
AIS- Aviation Information Systems  
ALS - Auto Log-set  
ASSY - Assembly  
Assy Cd - Assembly Code  
BTR - Baseline Trouble Report  
CSD – Customer Support Division  
EFH - Engine Flight Hours  
EOR - Equipment Operating Record  
FID - Fault Isolation Detection or Fixed Induction Date  
FLE - Fatigue Life Expenditure  
FSP - Fixed Service Period  
HUMS - Health and Usage Monitoring System  
IETM - Interactive Electronic Technical Manual  
IMC/P - Integrated Maintenance Concept/Plan  
INST - Installed  
ISR - In Service Repair  
JATDI - Joint Aviation Technical Data Integration  
MCI - Material Condition Inspection  
MME - Mission Mounted Equipment  
MODEX - Side number of aircraft. Leave blank for SE  
MU - Memory Unit  
NAVAIRDEPOT - Naval Air Depot (formerly NADEP/NAVAVNDEPOT)  
NDCSC - NALCOMIS Data Collection System Center  
NDMS - Naval Air Depot Maintenance Systems  
NTCSS - Naval Tactical Command Support System  
NTR - No Tools Required  
PEDD - Portable Electronic Display Device  
PID - Phased Induction Date  
PMI - Planned Maintenance Interval  
POI - Planned Operational Interval  
REM - Removed  
SMART - Self Monitoring and Reporting Technology  
SMTS - Software Maintenance Tracking System  
SNTP – Standard Navy Training Plan  
SPD – Systems  
STR - Structural Life Limit Component  
TCR - Tracked Component Record  
TRK - Tracked  
UNS - Unscheduled (maintenance) or Unified Numbering System  
UNSCH - Unscheduled  
UTIL - Utilization  
VED - Visual Electronic Display  
WAN - Wide Area Network  
WO - Work Order

**(110) Page B-1, NOTE 9 (APPENDIX B - Forms and Reports)**

**REPLACE:** “data services facility” with “[NDCSC](#)”.

**(111) Page B-5, Table B-2 Reports****a. Prior to “Daily Audit Report Part III”, INSERT:**

<u>Aircraft Flight Summary Report</u>	<u>Daily or</u>	<u>5</u>	<u>NOTE 3</u>
	<u>As required</u>		
<u>Aircraft Landing Code and Mission Number</u>	<u>Daily or</u>	<u>5</u>	<u>NOTE 3</u>
<u>(Hours) Summary</u>	<u>As required</u>		
<u>Aircrew Flight</u>	<u>Daily or</u>		<u>NOTE 3</u>
	<u>As required</u>		
<u>Aircrew Flight Summary by Assy Cd</u>	<u>Daily or</u>		<u>NOTE 3</u>
	<u>As required</u>		
<u>Aircrew Flight Summary by SSN</u>	<u>Daily or</u>	<u>5</u>	<u>NOTE 3</u>
	<u>As required</u>		
<u>Individual Master Roster</u>	<u>Daily or</u>	<u>5</u>	<u>NOTE 3</u>
	<u>As required</u>		

**b. Following E-00, INSERT:**

<u>MAINT-1</u>	<u>Consolidated Performance Metrics</u>	<u>Daily or</u>	<u>5</u>	<u>NOTE 3</u>
		<u>As required</u>		
<u>MAINT-2</u>	<u>Aircraft Readiness Degradation and Utilization</u>	<u>Daily or</u>	<u>5</u>	<u>NOTE 3</u>
	<u>Summary</u>	<u>As required</u>		
<u>MAINT-3</u>	<u>Subsystem Capability Impact Reporting by</u>	<u>Daily or</u>	<u>5</u>	<u>NOTE 3</u>
	<u>WUC/UNS</u>	<u>As required</u>		
<u>MAINT-4</u>	<u>Detailed Mission and Maintenance Data by</u>	<u>Daily or</u>	<u>5</u>	<u>NOTE 3</u>
	<u>Aircraft</u>	<u>As required</u>		
<u>MAINT-5</u>	<u>Maintenance Manhours</u>	<u>Daily or</u>	<u>5</u>	<u>NOTE 3</u>
		<u>As required</u>		
<u>MAINT-6</u>	<u>Detailed Data Extract</u>	<u>Daily or</u>	<u>5</u>	<u>NOTE 3</u>
		<u>As required</u>		



**(112) Pages C-1 through C-58 - APPENDIX C - Definition of Terms**

**a. ADD:**

AUTO LOG-SET (ALS) - ALS records are an integral part of aviation maintenance. They provide a detailed and separate view of the different historical maintenance tasks and usage. In addition, they provide for manual entry of miscellaneous history, repair/rework, and exceedances. It is the administrative means of providing managers with aircraft/equipment age, status, modification, configuration, and historical data to plan, maintain, and operate aircraft and equipment. Properly maintained ALS records are critical to aviation maintenance and safety.

AVIATION INFORMATION SYSTEMS DEPARTMENT (AISD) - The AISD provides AIS support to the MAG. This support includes information systems operations, installation, and maintenance in garrison, shipboard, and forward deployed environments. Other responsibilities include network administration, design, and installation; along with maintaining and repairing data communication links, fiber-optic, and tactical fiber-optic cabling.

BASELINE TROUBLE REPORT (BTR) - BTR provides a means to report [NTCSS](#) Optimized NALCOLMIS OMA baseline deficiencies found in a specific PMA baseline.

FIXED INDUCTION DATE (FID) - Fixed [IMC/P](#) due dates for maintenance intervals as determined by RCM analysis. For IMP aircraft, the fixed date is determined for the start of a [PMI](#) and is numbered sequentially within a tour. FID1 marks the start of the tour and is equal to the PED of the previous tour.

FIXED SERVICE PERIOD (FSP) - Fixed [IMC/P](#) tour is a cycle which combines all [PMIs](#) and [POIs](#) completing all scheduled D-level requirements.

FOUNDATION TIER – A publisher and subscriber server located at O- or I-level activities.

**INSPECTIONS, AIRCRAFT/ENGINE –**

eA. PRE-DEPOT INSPECTION – An inspection performed prior to induction to on-site standard rework. It includes an inventory of all equipment listed in the AIR, verification of CADS and PADS, and a configuration verification.

eB. POST-DEPOT INSPECTION – An inspection performed at the time a reporting custodian receives an aircraft from on-site standard rework. It includes an inventory of all equipment listed in the AIR, verification of CADS and PADS, configuration verification, hydraulic fluid sampling, and a daily inspection. Activities may elect to increase the depth of inspection if equipment condition, visual, external inspection, or record examination indicates such action is warranted.

INTEGRATED MAINTENANCE CONCEPT/PLAN (IMC/P) – IMC/P replaces ASPA/SDLM and PACE/MCAPP for specific T/M/S aircraft. This scheduled D-level maintenance emphasizes a [FID](#) and may segregate the OSP into smaller periods of [POI](#) and [PMI](#). Specific T/M/S aircraft transition from initial concept to an approved maintenance plan upon concept validation and approval.

MATERIAL CONDITION INSPECTION (MCI) - MCI replaces ASPA/SDLM for a specific T/M/S aircraft which have been designated by OPNAV N781 as nearing the end of their service life. These aircraft are no longer funded for standard rework. The purpose of MCI is not a PED adjustment, but to ensure airworthiness for an additional operational flying period specified by OPNAV.

MID TIER – Replication server that moves data from the publisher to subscriber ([Top Tier](#)).

NALCOMIS Data Collection System Center (NDCSC), formerly Data Service Facility (DSF) - This facility maintains NALCOMIS IMA systems, R-Supply, R-ADMIN, Aviation 3M Micro machine, operation and maintenance of the Mid Tier and JATDI/Technical Manual Server for aviation activities onboard shore stations.

OFF-SITE – Aircraft is located at NAVAIRDEPOT or commercial rework activity’s site for rework.

ON-SITE – Aircraft is located at other than NAVAIRDEPOT or commercial rework activity’s site.

PHASED DEPOT MAINTENANCE (PDM) – PDM replaces ASPA/SDLM for a specific T/M/S aircraft. PDM divides a larger SDLM specification/work package into smaller, and more frequent, phases for Depot scheduling and completion to decrease periods of aircraft unavailability.

PLANNED MAINTENANCE INTERVAL (PMI) - Period of time for execution of an IMC/P or PDM, scheduled maintenance event. Can include O-, I-, and D-level maintenance actions.

PLANNED OPERATIONAL INTERVAL (POI) - Period of time planned for operational use when the aircraft is under IMC/P or PDM. POI follows a PMI and will vary in length based on actual maintenance completion. Predetermined end date is the next FID, or at the end of the tour, the PED.

TOP TIER – The Top Tier Replication server is a subscriber to all.

TRACKED – All life limited/repairable components in NTCSS Optimized OMA NALCOMIS.

WHOLESALE FOUNDATION TIER – Server for items that are BCM’d to the wholesale domain.

## **b. MODIFY:**

### **INSPECTIONS, AIRCRAFT/ENGINE -**

a. ACCEPTANCE INSPECTION -: “\* \* \* a newly assigned aircraft, from any source, including return of an aircraft from an off-site depot facility. It includes \* \* \* ACCUM block. Activities may elect to increase the depth of inspection if equipment condition, \* \* \* such action is warranted. Post-depot inspection requirements may be less stringent than acceptance inspection requirements as determined by the T/M/S Program Manager.

f. SPECIAL INSPECTION -: “\* \* \* daily, phase, major engine, or D-level maintenance. The \* \* \*.”

g. TRANSFER INSPECTION -: “An inspection performed at the time a reporting custodian transfers an aircraft to another operating activity including delivery to an off-site depot facility.” It includes an \* \* \*.”

MAINTENANCE TYPES: **DELETE 2nd sentence. REPLACE** “It” in the following sentence with “Rework”.

OPERATING AIRCRAFT -: “\* \* \* in the reporting custody of the operating unit to which assigned. An aircraft that moves to a rework facility for purposes of rework will leave operating status and remain in the reporting custody of the operating unit unless FS status is requested and granted by OPNAV. Operating \* \* \*.”

PERIOD END DATE (PED) -: “The month and year a given aircraft ended or, if serving in period, is expected to end the current service period. For IMC/P, the fixed date (month and year) that marks

completion of the last POI in a tour and the start of the first PMI in the next tour (FSP). The IMC/P PED is also the FID1 of the following tour.”

PROCESS: “\* \* \* are included in the term: operating, standard rework, special rework, storage \* \* \*.”

REWORK (RWK): “\* \* \* aircraft SE at NAVAIRDEPOTs, contractor plants, and \* \* \* standard and special. See STANDARD REWORK AND SPECIAL REWORK.”

SERVICE PERIOD: “For aircraft not under IMC/P, a prescribed segment of the service life \* \* \*.”

STANDARD DEPOT LEVEL MAINTENANCE (SDLM) or STANDARD REWORK- A comprehensive D-level inspection \* \* \* module service record items. D-level maintenance processes for SDLM, PDM, IMC/P, and Age Exploration Program, are included in this definition.

UPKEEP: “\* \* \* determined thereby. Upkeep is divided into two categories, scheduled and special. See \* \* \*.”

**(113) Page D-7 (APPENDIX -D - Directives and Publications )**

**a. ADD publication:**

OMA-UG

NTCSS Optimized OMA NALCOMIS User Guide (UG)/Online Help

**b. MODIFY publication:**

OMA-SAM

Legacy NALCOMIS OMA; System Administrator (SA) Manual  
or

NTCSS Optimized OMA NALCOMIS; System Administrator (SA) Manual